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ED START

Issue 413 October 2019

AS SEEN ON TV

Who's been watching the latest series of Goblin Works Garage on QUEST? Did you see anything familiar on it? Well, I thought you might and for us it was the highlight of the series, but apart from myself and Midge making a cameo appearance, what did you think of the E30? We thought it was pretty awesome and the Gobblins kindly allowed us access to shoot it exclusively for these very pages.

Car TV shows often split opinion and too often in the past producers have opted for what they thought was the stereotypical approach to modifying cars – you know the sort, the ones who describe what we do as 'souping-up' or 'pimping' cars. But, fortunately, in recent times they have listened to the right people and are now making programmes that actually appeal to likes of you and me.

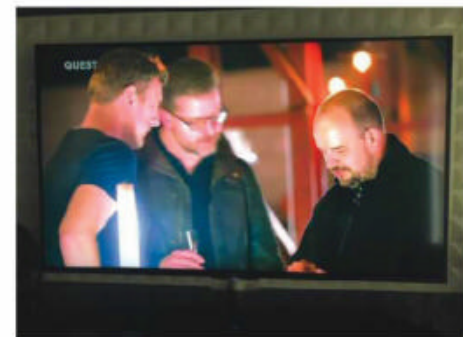
They've done this by employing folk who know their cars and the Goblin Works Garage crew are a case in point. Sure, there's still a slight hint of cheese added to the production, but we can forgive them that as they've built some decent cars this series and our favourite is on the cover. Head to page 14 to find out more about the story of this build.

Anyway, Midge and I have an autograph signing session this evening, so we've gotta go and do our hair (you don't have any hair! – Initial G). But until next month, stay safe, keep modifying and be happy!

Big Love,

Slim Jules

Jules



Feature Of The Month: This month I'm letting my heart rule my head and opting for Phil Randall's RB20-powered Mazda B2500. It's an epic pickup in its own right but the story behind the build is a tear-jerker, especially as I've known Phil for many, many years. Go and check it out on page 90.



Next Issue on sale 11 • 10 • 2019



SLIM JULES
EDITOR

"Who should be the fourth member of the Goblin Works Garage? Well me; I'd add a bit of class to the programme."



MIDGE
CONTRIBUTING
EDITOR

"Don't be silly, Jules, it's gotta be me – have you seen the cars I've built over the last two decades?"



INITIAL G
ART EDITOR

"Yeah Midge, that's exactly why it shouldn't be you! You're only as good as your last build and yours was a Sirion..."



GLEND A
WEBSITE EDITOR

"I would say it should be me, but Jimmy de Ville would have serious beard envy, and they don't build enough Audis."

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FEATURE CARS

BMW E30 014

Look Mum, I'm on the telly! And now, more impressively, I'm in Fast Car.



Honda Integra 030

The Honda Integra was one of the finest driver's cars of its generation. And this one is now one of the finest looking of ours.

Focus RS 058

The Mk2 Focus RS is a quick car in standard trim but this one has over 1000bhp.

VW Bora 072

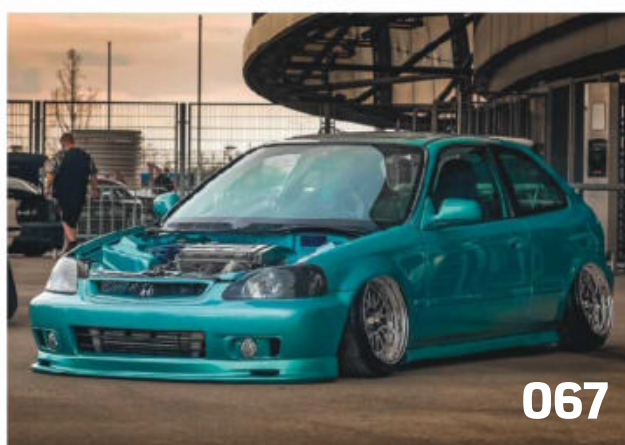
It's not a Golf, but it's like a Golf. Except it's a saloon – and a bloody fast one too.



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Twitter & Instagram



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What have we been up to this month? Well, lots of stupid stuff by the looks of it!

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We are no mind readers but we'd have a good guess where you'll be on the 11th of October! In a newsagent's buying issue 414 of Fast Car.



flow.forged.



• Gloss Gunmetal



• Gloss Black



• Matt Black



• Matt Bronze

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UP FRONT



THE LYNKS EFFECT

The Nürburgring four door and front-wheel drive lap record has been smashed – by a car you’ve probably never heard of...

Cyan Racing, formerly named Polestar, has broken two Nürburgring lap records during development of the Lynk & Co 03 Cyan Concept, making it the fastest four-door car and the fastest front-wheel driven car in the world around the fearsome 21-kilometre Nordschleife circuit. The 528-hp Lynk & Co 03 Cyan Concept lapped the Nürburgring Nordschleife in seven minutes and 20.143-seconds, with touring car World Champion Thed Björk behind the wheel.

The lap time is three seconds faster than the record for four-door cars, formerly held by Jaguar, and 25 seconds faster than the record for front-wheel driven cars, formerly held by Renault.

The race engineers and drivers of Cyan

Racing, the official motorsport partner to Geely Group Motorsport, have developed the Lynk & Co 03 Cyan Concept as a road car version of the race car run by the team in the World Touring Car Cup.

Development of the Lynk & Co 03 Cyan Concept will continue throughout the last part of the year, with the team turning attention to winter testing in the north of Sweden as part of creating a performance car for all roads, all seasons and all conditions. Perfect for the UK then? We think so...



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▶ 0-200 km/h in 10-sec

▶ Top speed of 192mph

▶ 528hp at 7800rpm



MK8 GOLF ALMOST READY

Development of the eagerly awaited Mk8 Golf is so close we can almost smell the hybrid motors (and combustion ones). The new Golf is set to premiere this Autumn, going on sale in the UK in 2020 with Volkswagen promising it will be the most 'digitally connected' Golf to date.

Even from the spyshots, it's clear to see that the Mk8 has unmistakable Golf DNA. Head of VW design Klaus Bischoff said: "At this time, we will not disclose all details of the new Golf, but you can already perceive its elegant proportions. The next generation will be a genuine eye-catcher!"

Well Klaus, if it's not a hit straight from the factory, it will be after the Dub fraternity have slammed it on Air Lift and Rotiforms – we can't wait for Ultimate Dubs 2021!



THAT'S RIGHT PEOPLE, THE *ULTIMATE* PERFORMANCE CAR EVENT IS JUST WEEKS AWAY AND HERE'S WHY YOU NEED TO GET YOURSELF TO SILVERSTONE...



TRAX 06.10.2019

TRAX isn't just the biggest show of the year for Fast Car magazine, but also hundreds of car clubs, showgoers and performance retailers alike. Why? Because it's absolutely MASSIVE and it's the place to be as it's the last chance to display your car before the British winter takes hold and confines us to those winter rebuilds.

It's also the show where we put on our largest display of the season: the now infamous Car Culture Collection, and this year we've decided to go for quality over quantity and will be inviting 50 of the UK's best builds to show with us. We guarantee you'll see past and future feature cars from these very pages.

What else is on? Well, to be completely blunt, a lot! Here's just a few of the highlights to expect...



DRIFT KINGS COMPETITION

The Drift Kings competition is back at TRAX, which means Silverstone's famous tarmac is in for one hell of a pounding as the UK's finest drifters go all out in a smoke-inducing battle. There's not one, there's not two, there's not even three rounds, but **FOUR** seriously-smoky sessions planned!

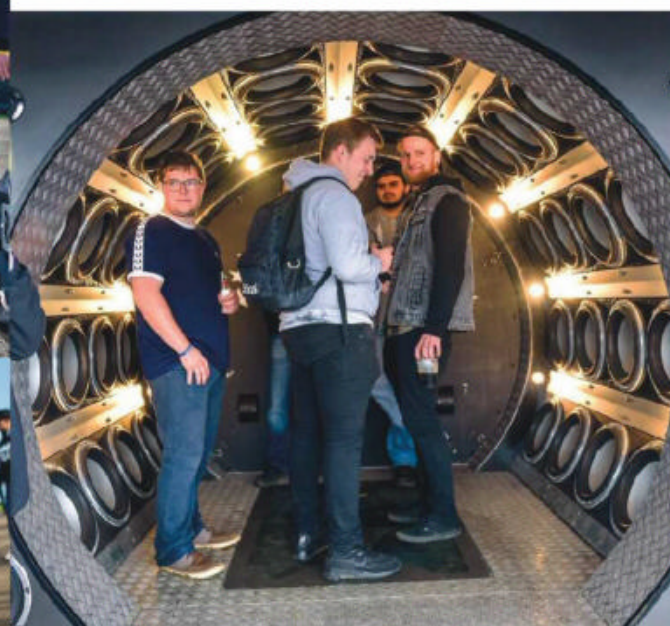
PUBLIC TRACKTIME

That's right, for just £40 you can follow in Lewis Hamilton's tyre tracks and take your very own car out on track. There are sessions for novices, intermediates and advanced drivers, so there's no better or cheaper way to sample the UK's premier race circuit.



MAGAZINE PADDOCKS

Obviously there's only one magazine display you need to see, but as you've got the whole day to explore, you might as well pop over and see a few of our sister magazine displays too. The likes of PVW, PBMW, Banzai, Performance Audi and Fast Ford will all be in attendance.



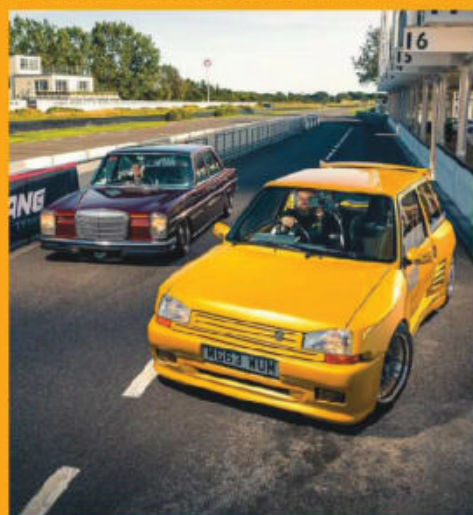
SHOW AND SHINE

This year's competition will be judged by detailing hero and friend of FC, Auto Finesse. We are particularly pleased by this as it means we don't have the almost impossible task of picking a winner from the 20 top entries.



VIBE AUDIO VILLAGE

No car show would be complete without the sound of bass pounding the atmosphere and VIBE Audio are only too pleased to accommodate TRAX in this department. They will be bringing along the infamous VIBE Truck, complete with the bass tunnel. Are you brave enough to step inside?

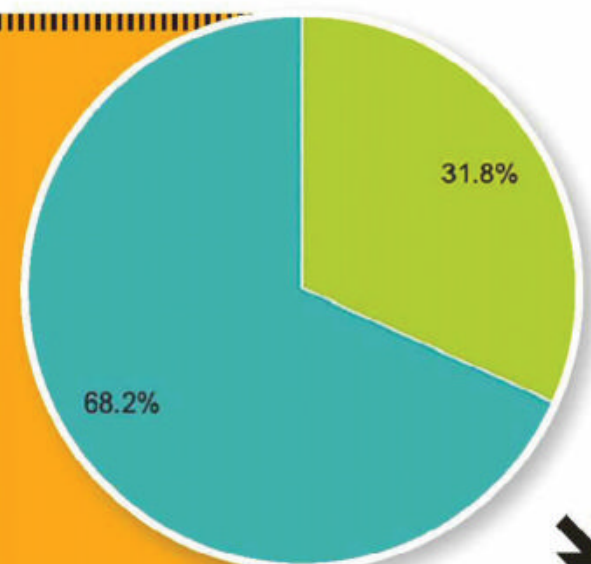


Tom v Dale *And the winner is...*

...Tom's R5! That's right, you lot voted in your thousands for your favourite Meguiar's build. In one corner we had Tom's wide-arched R5 GTT and in the other Dale's customised Mercedes W114.

Tom's Prima Racing, Liquid Yellow Renault received 68.2-percent of the vote, making it the clear winner, but we also think Dale's Merc deserves a special mention here because his build was equally as awesome. But let's be honest, the Fast Car fraternity were always going to vote for a 90s-inspired R5 GTT because it's ingrained into our history. That's taking nothing away from Tom's build though. It's a worthy champion.

But the overall winner of this year's battle is car culture, as it looks like the two lads will be going at it again in 2020. Can Dale square the series or will Tom prevail once more? Only time will tell...





Appreciating Depreciation **Nissan 370Z** New: £29,870 Now: £9,500

When people ask us what the best value second-hand sports car is, our go to answer is the Nissan 350Z; we've built three of them to date and wouldn't rule out building another. They might not be as chuckable as the Mazda MX-5 but then they have got a sodding great 3.5-litre motor in the front, sweet looks and heaps of potential. But we've already done an AD on the 350Z, so we have turned our attention to its successor – the 370Z, especially as prices have started to dip under £10,000!

That's right people, you can get high mileage, early 2009 models for as little as £8000, but we'd recommend spending a bit more and bagging yourself a solid 50,000-miler. For your money you'll get that rock-solid VQ37VHR V6 that pumps out a stock 326bhp – that's just 9bhp shy of the new Supra GR, which would set you back over 50k! With all that money saved, it would be rude not to order an AAM Competition Twin Turbo kit from TORQEN (www.torqen.uk) – it'll hike power to over 600bhp and will turn the 370Z into a supercar killer.

You'll also get a sumptuous and well-spec'd interior, stunning looks and a car that's still in

Nissan's current model list, meaning it is well catered for by the aftermarket industry. Well, what are you waiting for? Get yourself on to Auto Trader and get looking... Prices are only going to go, erm, down!

OUR TOP 370Zs



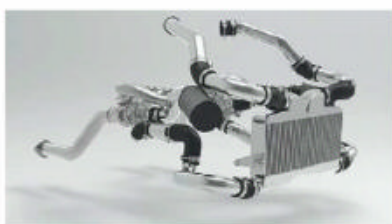
Issue 394 – Thomas Nguyen's 666bhp Twin Turbo



Issue 370 – Nino Parelo's Bagged Beauty



Top 3 mods: AAM Twin Turbo kit, Air Lift Suspension, Rotiform 917 rims



THE ANGRY MAN

Who remembers when F1 was great?

The time when it was all about the driver and not about the car? You can? Well you're either incredibly old, or you're lying because it has almost always been about the best car...

I've been an F1 fanatic since the late 1980s, the golden era of F1 if you like. Back then F1 races were never boring and one team didn't dominate the championship, but that's the problem, there were boring races and one team did dominate the championship! Damn, sometimes only a handful of cars would actually finish the race!

It's funny how people idolise Senna as the greatest F1 driver of all time but neglect the fact he only ever won the championship in a dominant McLaren. But these people will happily rubbish the achievements of Lewis Hamilton, who's well on his way to winning twice as many world championships as Senna, because he's in the best car. Yes, he is but 90 percent of F1 champions always are! And the most dominant F1 car of all time? That would be the McLaren MP 4/4, yeah, the one Senna won his first world title in!

Now, don't get me wrong, I'm a massive fan of Senna, he IS one of the greats, but so is Lewis Hamilton. I'm just making the point that F1 has always had its dominant eras: Schumacher and Ferrari, Vettel and Red Bull, and so on. Don't dismiss what Lewis Hamilton is doing in F1 right now, because we are witnessing greatness.

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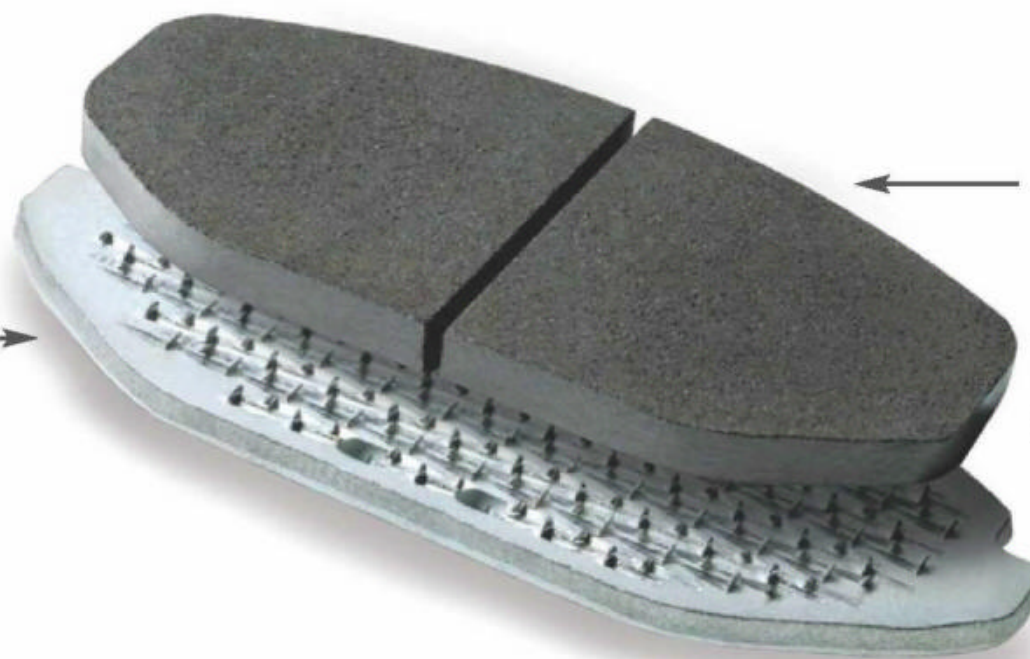


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WIN a Pioneer SPH-EVO82DAB

Nope, you're not dreaming. We really are giving you the chance to win Pioneer's latest headunit, and it just so happens to be an absolute belter...

We reviewed and subsequently raved about Pioneer's revolutionary SPH-EVO62DAB headunit back in our Summer issue. But what was so special? Well the clever design of the modular display and detachable control box makes it possible to fit a doubleDIN where it was previously impossible. Clever stuff, eh! And while an SPH-EVO62 would have been an awesome prize in itself, Pioneer wanted to go one better and give away the all-singing and all-dancing flagship version – the SPH-EVO82! How cool is that? Very cool!

These units retail at a penny under a grand, so this really is a prize worth having, and we're not even going to ask you to send a

premium rate text or ask you a difficult question, no! In fact, all we're going to ask you to do is log onto www.fastcar.co.uk and fill out a form. We will then pick the winner at random and give them the good news. It could be you...

The competition ends at midnight on 10/10/2019, so don't delay, enter today.

About the unit...

Thanks to the flexible installation options afforded by the modular display and detachable control box set-up, this 8.0-inch capacitive headunit redefines the notion of single and double DIN stereos. Not only that, it benefits from Pioneer's long held audiophile

reputation for high-end, high-resolution audio quality. Waze, Spotify, Bluetooth connectivity and the trusted duo of Apple CarPlay and Android Auto make things even more smartphone friendly for those with busy social lives. It's not often you can call a 4x50w stereo that can cope with every modern-day entertainment format groundbreaking, but with a product as fine as the SPH-EVO82DAB-UNI, Pioneer has achieved something very special.

We will be bringing you the full low-down on the SPH-EVO82DAB in next month's magazine. So make sure you pick up a copy on the 11/10/2019!

www.pioneer-car.eu

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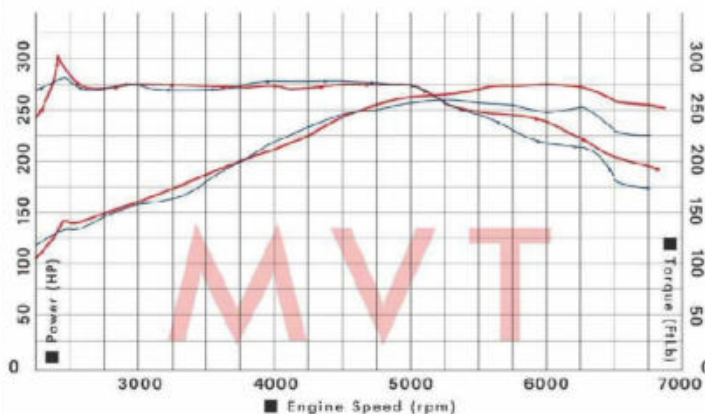
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Second



Coming

When the Goblin Works Garage crew told us they were coming back for a second season, we were excited to see what they'd build this time around. But none of us expected a work of god-like genius like this...

The peril of the difficult second album is something that's dug its claws into the very concept of creativity for generations. It took The Stone Roses five years to come up with *Second Coming*, and some people really didn't like it. And there are countless examples of bands bursting onto the scene with a stellar debut, then struggling to follow it up with something of similar impact; The Strokes, The Clash, Franz Ferdinand, Elastica... it's a broader condition, known as 'the sophomore slump', whereby the second bite of the cherry can lead to disaster; a footballer's second season, a student's second year at college, movie and videogame sequels, it's all-pervading. It's also a load of absolute cobbles. Second outings are an opportunity to up the ante; Nirvana's *Nevermind* was better than *Bleach*, *Die Hard 2* was better than *Die Hard* – and if the excitement of the Goblin Works Garage crew is anything to go by, their second series (airing right now on Quest) is set to be far bigger and better than anything that came before.

TV TIMES

The first series was undoubtedly impressive, serving up a broad variety of artfully modified gems, but this time around the guys have winkled out a bigger budget, done more research, spent time at SEMA, picked the



“Helen had a vision for how the car should be, a sort of ‘dystopian hellion’, and she twisted the arms of fellow Goblins Ant and Jimmy to let her vision run wild”



brains of the world’s greatest tuning heroes, to enable them to build some truly world-class projects. And the car you see here is solid-gold proof that they’re not messing about.

“We’ve definitely levelled-up with our projects this season,” beams Helen Stanley, going all heart-eyes-emoji at the outstanding BMW she’s spirited into being, “and this build is a great example of pushing boundaries in a very short space of time to create something exciting. This series our builds will continue to divide opinion, but as long as these cars get people talking, encourage, motivate, inspire and entertain then we’re doing something right.”

So why an E30 this time? Well, it helps that they’re bang on-trend, with values and interest rising exponentially in recent years. The first car Helen ever drove at 17 was her dad’s 3-Series, so there’s more than a little emotion in this build. The team knew they had to find one, the idea was ticking boxes on every conceivable level.

“This E30 belonged to a mechanic I knew; it was for sale so I nabbed it,” Helen explains. “As it turned out, this car is an earlier one than we thought too, it’s registered as an ‘87 model but it was actually born in ‘85. When we got it, it looked terrible – covered in the dreaded BMW

lacquer peel, along with rust holes, a leaky sunroof... it needed love. Also it was a 318i auto, so it was pretty lacklustre throughout.”

The perfect candidate for rebirth, then! Helen had a vision for how the car should be, a sort of ‘dystopian hellion’, and she twisted the arms of fellow Goblins Ant and Jimmy to let her vision run wild. It was to be their biggest-budget project yet, and given the tight time constraints, temperatures and pulses were rising all the time. “There were moments when I regretted this build, because it was so expensive and full-on and the deadline wasn’t conducive to the amount of work needed to realise the design,” she grimaces. “Building this car as well as filming nearly sent me over the edge – I don’t think I’ve ever been so stressed. But looking at it now, it was worth it. I love it.”

SIX APPEAL

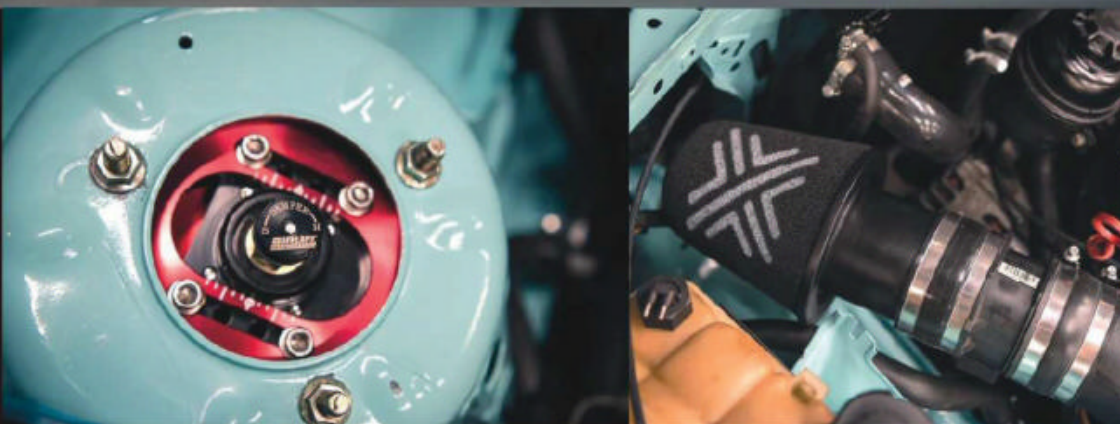
Naturally the car couldn’t have stayed as a 318i auto under the skin, that would have been far too lame. So the wheezy old four-pot has been ousted in favour of a 3.0-litre straight-six from an E46 330ci, along with an E46 M3 manual gearbox. Far more fit for hijinks. And





with the heart and lungs taken care of, it was time to address the biggest and most complex element of the build: that outrageous exterior. The idea here was to harness the widebody trend and infuse elements of Japanese culture and race-inspired aesthetics, along with a scary streak of Mad Max, to create something post-apocalyptic that looks like it belongs in a sci-fi movie or a video game. Obviously an off-the-shelf bodykit wasn't going to cut it here, so the craftsmen at Fat Fender were drafted in to crack out the magic markers. This is one of the only companies in the UK who still create bodykits using the old-school foam-sculpting method, and their artisanal creation sublimely fuses Manga styling with Touring Car aggression. "We used the existing lines and angles on the car to enhance the body, making it wider, lower, and meaner," says Helen. "It's got a real DTM vibe. Moulds were made, and the fibreglass panels produced and bonded onto the original body. I wanted the kit to look like an extension of the car rather than something visibly added on, and together I think we achieved that. Fat Fender also painted the E30 for us; I think all cars look good in grey so we went with a mid-grey similar to Nardo on the exterior, then added a pastel mint colour to the engine bay. Ant and Jimmy hated the sound of it initially but came round to the idea when they saw it!"

What's interesting to note is that this bodykit is now available to the public to buy; initially crafted as a one-off, the Gobblins and Fat Fender are sharing the fruits of their endeavours with the modding public! But they weren't done yet, not by any means. The rusty sunroof was welded up and smoothed, and Helen didn't want a fuel filler ruining the body lines so the petrol tank was



ROLL HARD

A full-on custom build needs full-on custom wheels, and 3SDM stepped up to the plate with this one. "3SDM built us some custom motorsport-inspired wheels," says Helen. "The fronts are 9.5x18-inch, and the rears are 11x18-inch – I would have gone wider, but we were struggling to find tyres to fit anything much bigger! These wheels were made especially for us with the 4-bolt pattern in our specific size; I went down to their factory and watched them being made, the whole process from CAD to CNC to powdercoating. 3SDM make beautiful wheels, and I knew they'd build us something special."



COVER CAR



removed, the spare wheel well welded up and a fuel cell fitted in the boot. The headlights are a cool detail too – look closely and you’ll spot that the inneres have functional air intakes in the centres, surrounded by LED angel eyes. “I made these myself,” says Helen. “I found some intake pipes and funnels to fit the E30 which came all the way from Reno, then I recessed the angel eyes into them. They don’t exist as a concept so it was a pain in the arse – but I wanted them, so I made them!”

ON AIR

The next vital element to address was the way the thing sits. 3SDM pitched in to make some custom wheels fat enough to fill the massive new arches (see boxout), and Air Lift Performance were tapped up to enable the lows. “I met the Air Lift guys at SEMA, and when I talked to them about the project and my ideas, I knew it was the right way to go for this build,” Helen enthuses. “It’s the coolest thing to see a car slam to the ground on air – the noise it makes is awesome too. I’ve never used air suspension before so I can’t get enough of it; to me it makes the car seem like a Transformer.” It is unquestionably very cool, and this angry wideboy looks mean as hell when it airs out. So, the Goblins had addressed the oily bits, the shiny bits, the up-and-downy bits... but perhaps the most important part of all is the interior. After all, these guys are hard drivers and every GWG build is crafted first and foremost to be a hoot to helm. You’ve got to have a nice place to sit, haven’t you?

“The original dash and console were repaired and covered in anthracite grey Alcantara with a mint contrast stitch,” say Helen. “The doorcards were dyed black and also have Alcantara inserts with a mint stitch to match – this was all done by Brett at Alpha Auto

Concepts, he’s an interior genius. He also made a custom carpet in black with the same contrast stitch, re-covered the steering wheel, and installed a custom black headliner. I wanted to keep the old dials as well; it was important to strike a balance between originality and modernisation with this car. Too much one way or the other wouldn’t have worked.”

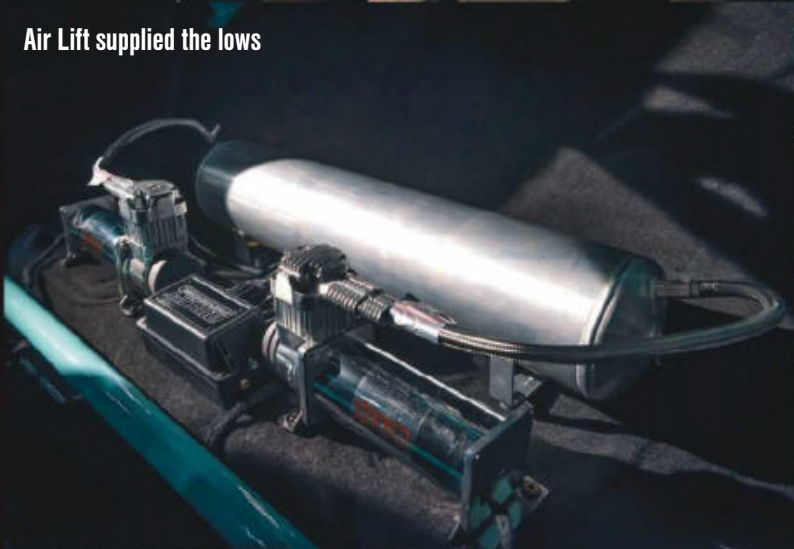
The front sports custom-stitched Corbeau RS2 recliners, which tilt to provide a perfect view of the rear, where the bench has been binned and replaced by a custom air install with every element of the mechanicals proudly on display. And quality audio was imperative, so Helen insisted upon a Pioneer smartphone receiver headunit, TS-A speakers in the front and slimline Class D active subwoofer in the back. The interior vibe is a balance of form and function, blending the 1980s design with a variety of tasteful modern upgrades.

“I’m especially proud of this car,” Helen smiles. “It’s





The inside is a fusion of old and new



Air Lift supplied the lows



OWNER PROFILE:

Name: Helen Stanley
Occupation: Car Customiser & TV Presenter
Instagram: @helen_s_stanley
First car: Ford Fiesta Sunray
Favourite car: Other than this E30? Sierra Cosworth RS500
Favourite mod on your car: The bodykit, Air Lift suspension, fat wheels – sorry, couldn’t just choose one!
Favourite show: Sin City Motors
Track day or show-and-shine? Track day
Lessons learned from this project: Make sure I have enough time to bring my mad ideas to fruition. Otherwise next time I will lose my mind.
What’s next? I’ve recently got my race licence and I’m learning to drift, so I’m training to drive like a boss. I aim to get into Gymkhana and I’d love to build a car for that. I’m also working on series 3 of Goblin Works Garage, another car show, and I plan to spend a lot more time in Los Angeles because I love the custom scene there. One other thing, I’ve got a podcast coming out soon too which is about cars and the custom life!



Corbeau RS2 recliners have been installed



The original 1.8 has been dumped in favour of a 3.0-litre M54

TECH SPEC: BMW E30

STYLING:

Custom one-off bodykit by Fat Fender, custom mid-grey paint, engine bay painted pastel mint, OE fuel tank deleted (replaced by fuel cell in boot) and spare wheel well welded up, sunroof welded, custom inner headlights with LED angel-eyes and functional air ducts, satin black dechrome, windows tinted by Dave at Zonkey Wrap

TUNING:

M54B30 3.0-litre straight-six (from E46 330ci), Pipercross air filter, E46 M3 Drenza radiator from Japspeed, Porsche 944 servo and master cylinder, custom-modded exhaust system, E46 M3 transmission with short-shift

CHASSIS:

9.5x18-inch (front) and 11x18-inch (rear) custom 3SDM forged wheels in satin black, Toyo Proxes R888-R tyres, V-Maxx E30 325i BBK, E30 325i Sport rear beam with disc brakes, EBC grooved discs and YellowStuff pads, Venhill braided lines, custom Air Lift Performance suspension setup

INTERIOR:

Stock dash and console restored and trimmed in anthracite grey Alcantara with mint contrast stitch, doorcards dyed black with Alcantara inserts to match, custom carpets, steering wheel retrimmed, custom headlining, OE E30 dials, rear seats removed, pastel mint painted rear roll bar, custom-stitched Corbeau RS2 front recliners, grey TRS harnesses, Pioneer SPH-10BT smartphone receiver headunit, TS-A speakers, slimline Pioneer Class D active subwoofer

THANKS:

"Special thanks to Fat Fender UK, Air Lift Performance, 3SDM, Toyo Tires, The Performance Company, V-Maxx, EBC Brakes, Pipercross, Venhill, Corbeau, Panda Racing, Alpha Auto Concepts, Pioneer, Compbrake, Japspeed, Paul Bailey, Project Three, and Zonkey Wrap. The second series of Goblin Works Garage is currently showing at 9pm on Thursdays on Quest."



a little out there, but it's usable. I wouldn't say it's necessarily 100-percent practical because it's a fair bit wider than before, but it's been built to be fun to drive. It'll certainly drive you out of trouble when the apocalypse comes, and look good doing it." You see, that 'difficult second album' vibe was all total nonsense. The Goblins have absolutely killed it with this E30, it's an astonishing creation that takes its cues from the 2019 scene and throws in a fresh retro-futurist vibe that only they could create. A dystopian hellion indeed, and proof positive that this team has very much upped the ante. ■



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008 20x9.0 20x10.5



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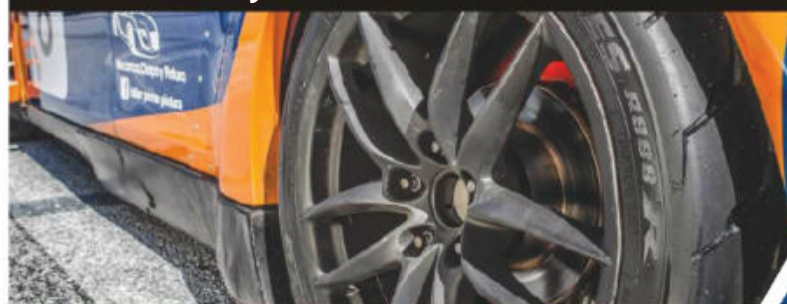


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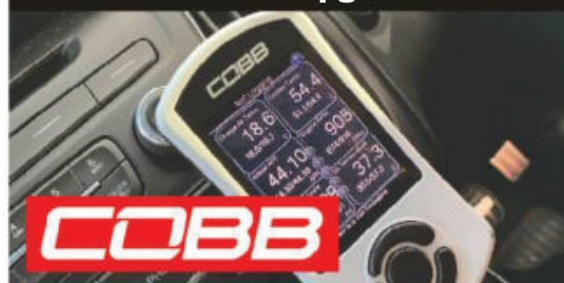
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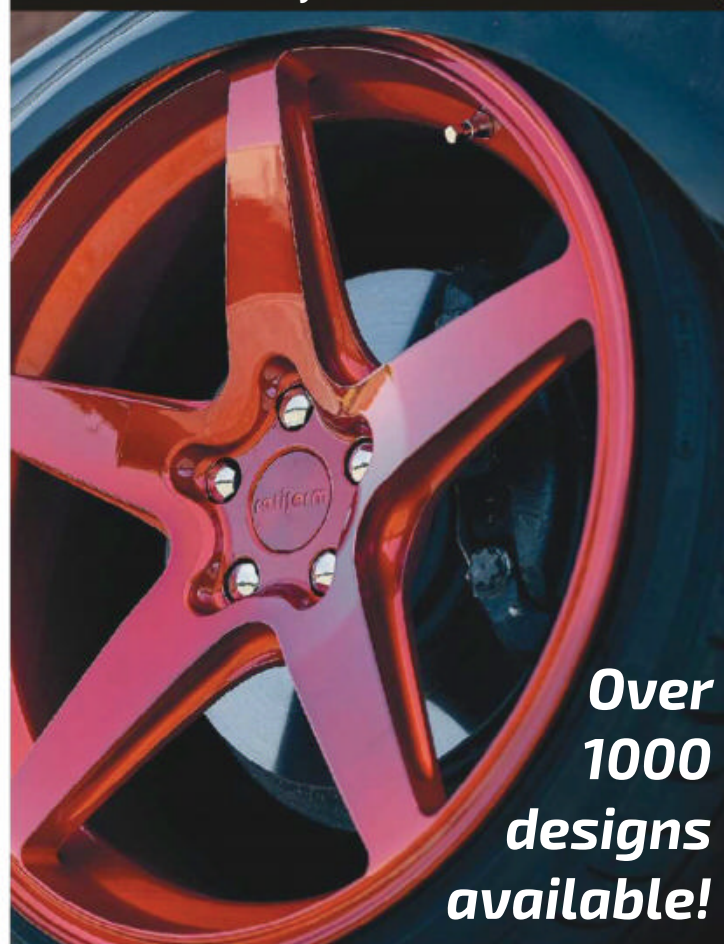
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TOP 10 OEM WHEELS

When it comes to choosing a new set of wheels for your car, there's an overwhelming amount of choice on the aftermarket. Before you even start thinking about design you've got some decisions to make about diameter and width and offset, and of course there's construct – are you going cast or forged or billet; one-, two- or three-piece... polished or powdercoated, painted or chromed, lightweight or blingy? Only then can you dive into the swirling maelstrom of choices of brand: you've got the high-end stuff from Rotiform or 3SDM, the uber-desirable design legends from WORK, the everyday heroes from Rota, the more affordable

end of the scale with Autostar and Bola... of course, with all of this in your mind, it's easy to forget that sometimes the car manufacturers themselves got it right first time. Sure, the world of aftermarket wheels is hugely alluring, but don't forget that some really desirable OEM wheels have been made over the years. And whether you fancy upgrading your car to something premium in the same range, or swapping such wheels to a different model, or even changing brands entirely, there have been some supremely cool OEM wheels right from the showroom. Here are ten of our favourites that have proved really popular in the modding world...



Porsche D90 ▲

The Design 90, or D90, is one of the most popular wheel designs Porsche ever made. Yes, there's always been a massive affection for the Fuchs 5-spokes, the cookie-cutters and the teledials, but the D90 is a bona fide nineties/noughties modding icon. And it keeps coming back into fashion. We've seen them on all manner of VWs, from Golfs to Polos and Corrados and beyond, as well as Novas, MINIs, Corsas, Mondeos, you name it. This 7-spoke design is a true classic and, like all the best wheels, there's a bit of nerdy minutiae for the real connoisseurs. You see, the D90 has a half-inch step from the rim down to the spokes – these are the regular cast wheels you're most likely to find, and they were fitted to 928s and 944s from 1990. But there was an earlier version – a lightweight forged 7-spoke that looks almost identical, but doesn't have the



step, the spokes flow straight to the rim. These are featherweight ClubSport wheels, as found on early 944 Turbos, and the diehard wheel geeks will tell you that these are the holy grail of the D90 spectrum.



BBS RS ▲

The BBS RS has become so ubiquitous on the scene, it's easy to forget that it was offered by various manufacturers as an OEM wheel. While countless mesh-style wheels have been manufactured over the generations, there's something about the RS which really speaks to modding aficionados – nowadays it's bang on-trend to find a set of old-school used RSs and build them up with deep, dishy lips and custom hardware, but back in the 1980s and '90s it was perfectly feasible to stroll into a dealership and spec them on your new car. Launched in 1983, this was the first 3-piece wheel that BBS produced for dealer applications, and over twenty manufacturers bought into the design; you'll probably associate them most closely with BMW, but they could also be found on VWs, Mazdas, Chevrolets, Nissans, and loads of others. They were initially offered in 15-inch and 16-inch diameters,

and over the years this grew as an aftermarket offering to anything up to 20-inch – and of course you can always upsize them with different outers. The BBS RS is a strong wheel, as its waffle centre is made from die-forged aluminium, but what's strongest of all is its attitude. Thirty-six years on, it's still a badass design. Pretty much any car looks better when you bolt on a set of BBS RS.





Bentley Continental GT Mulliner ◀

Fitting Bentley wheels to Golfs is something that's proved consistently popular for quite some time. And not just Golfs – Leons, Sciroccos, Octavias, TTs, everything from the VAG stable is ripe for the uber-premium OEM+ treatment from the luxury bigger brother under the brand umbrella. Obviously there are a quite a lot of different Bentley wheel designs, but the one that seems to have proven most popular is the Mulliner design from the Continental GT. Naturally it's important to check the provenance of these rims when you buy them to make sure they're legit, as we've seen more than a few Contis up on bricks in London and we don't want to be a part of that sort of behaviour. But there's plenty of pukka Bentley rims on the used market these days, and it's a superb way to fancy up your Golf. Or your E46. Or your Giulietta. Or anything, really. There's a reason so many people do this – it looks awesome!



Corvette Sawblades / Salad Shooters ▶

There must have been a time about ten years ago when someone on the UK scene said 'Hang on a minute, Corvette wheels are brilliant' and bolted a set to some unsuspecting Euro car – probably a Polo or something. And then all of a sudden everybody caught on to the idea and they were popping up all over the place. The cool thing about Corvette Sawblades (aside from the fact that they look great, obvs) is that the design gently evolved over the years so you can get a number of slightly different styles, generally available in either 8.5x or 9.5x17-inch size. Or if you want to get properly retro, try the Salad Shooter (pictured) style – these were similar to Sawblades in that they had a flat-faced centre with angled spokes around the edge, but these were a bit more old-school in design – early 1984-86 Salad Shooters came in 8.5x16-inch size, and they got bigger and wider from '88; perhaps the most desirable are the ones from the 1990 Corvette ZR1, the rears of which were 11x17-inch and had a complicated design that was really hard to clean. A badge of honour on the showground.



OEM WHEELS

Mitsubishi Starion ►

OK, we'll readily admit that you don't see these wheels swapped onto a lot of cars these days – although when you do, it's guaranteed to shut down whatever show they're at as people flock around them and say 'damn, what are those and where did you get them?'. Back in the day these were swapped onto all sorts of Japanese cars – Celica Supras in particular, and old-school Colts too – and you can see the appeal; the beautifully intricate design, with its polished spokes with a matte effect in between leading out to a great big deep dish, looks as fresh today as it did in 1983. To people who haven't seen these rims before or don't know what a Starion is, it'd be easy to believe that these were brand new, up-to-the-minute wheels manufactured by some fashionable aftermarket wheel brand. Why aren't more people fitting these today? Go and find some. Go. Do it now.



Speedline Mistral ▼

There are quite a few different Ferrari wheels that we could have included here. Probably the coolest and most timeless is the five-spoke split-rim design as fitted to the F40, although we wanted to concentrate on the ones you could feasibly find for sale and fit to your own car. Let's face it, a set of genuine F40 wheels is almost certainly going to cost more than your car is worth! But here's one we've always really liked – the Speedline Mistral. These could be found on a variety of Ferrari models through the 1980s-90s, including the Testarossa, 308/328, and Mondial. Generally offered in either 17-inch or 18-inch diameter, they have a PCD of 5x108 so they'll bolt straight onto your Volvo (or your Transit van), and they're a bit more readily available. Plus, being made by Speedline, you should be able to get hold of the sealing rings pretty easily when you rebuild them, rather than having to put on your nicest shirt and go grovelling to your local Ferrari dealer...





Land Rover Mondial ◀

Well, no-one saw this coming, did they? The idea of bolting the Mondial wheels from a Land Rover Discovery to a stanced hatchback is so bizarre that we have to applaud the first person who tried it – whoever that was. (Answers on a postcard!) The scene really took the idea and ran with it though, as it's such a sensationally cool wheel design – a scalloped fat-five in the style of the Ferrari F40 or the 3SDM 0.05, but with a beefy and robust feel and some cartoon curves. Supercar style with a post-apocalyptic edge. Having been bolted to such a functional machine as the big Disco, no-one really noticed it until that one bright spark thought to reinvent it on a show car, and nothing was quite the same again. Suddenly all the Land Rover and Range Rover wheel designs were fair game, but the Mondial was the one that kicked it all off.

It's pretty simple to get these onto a TT, Golf or similar, as it turns out; the vital statistics are 5x120 / 8x18-inch / ET56, so with some PCD adaptors, lo-pro tyres and spacers (maybe about 20mm) the job's a good 'un. It's turned into a real modern-classic modding look, we still love it!



Wolfrace Slotmags ▶

These wheels are so polarising, they may as well be crafted from pure Marmite. You can't really get away with them on a modern car as they're so belligerently classic in design (and Wolfrace's own attempt to create a new-wave slotmag a few years back wasn't exactly a roaring success), but back in the 1970s everyone who was anyone was rocking a fat set of slots. They came as OEM equipment on a variety of cars, and were really embraced by the '70s and '80s custom scenes – slotmags came in a huge variety of widths and offsets, and looked wicked on everything from Bedford CF custom vans to jacked-up Cortinas. But for true OEM chic, we'll take ours factory-fit on a cool-as-a-cucumber Lotus Esprit. Pass us the stringback driving gloves and a slim panatella, we're taking this full-on 007.



Ferrari FF Diamond ▲

Another Ferrari design here, and such an inspired piece of thinking that when we first saw it, we smacked our collective foreheads and shouted 'Of course!'. You know when an idea works so well that it seems amazing no-one else has thought of it? That's what happened when we featured Jacob Gardiner-Moon's Mk7 Golf a little while back. He's running the 20-inch 'Diamond' wheels from a Ferrari FF, and they just look fantastic – this split-five design has spokes which extend all the way to the very edge of the rim, kinking beautifully around the bolt holes and sublimely slender so as to showcase the enormous brakes that you'd have to put behind them. This isn't a wheel that'd work on every car, but if you've got the arches to swallow dubs and the stoppers to show off, you can't really go wrong. They're forged and impressively light, and while they'll probably cost you at least five grand for a decent set, that's the same as (or less than) what you'd pay for a set of decent aftermarket forged twenties. And supercar chic is where it's at.



OEM WHEELS



Speedline Turini

Another timeless wheel, the Speedline Turini (or if you want to be a dork about it, the Speedline Type 2120) is a fabulous slice of multispoke design, which has the shapeshifting ability to look crisp and fresh on a new car or pleasingly vintage on something retro. These flow-formed wheels are impressively lightweight and they're super-solid – no surprise considering they're standard-issue for countless race and rally teams. And it's not just an aftermarket wheel option – no, these were OEM wheels on a number of cars. Most notable was the Renaultsport Clio 172 Cup and 182 Trophy, and the fun part there is that Speedline make them in numerous sizes – so, for example, if you have a 172 Cup with the stock 16-inch Turinis, you could swap them out for a set of new 18-inch Turinis, combine with some lows, and create a mindblowing effect that only the most hardcore experts would be able to explain. The wheels on the Abarth 500 Esseesse are eerily familiar too... hell, these rims look awesome on pretty much any car. Make sure you get white ones – they're a pain in the hole to keep clean, but dammit they're cool.



Keep your wheels fresh with Gtechniq

So, we've given you the inspiration to get out there and fit a set of OEM wheels to your car, but what about aftercare? Well, we think of everything here at Fast Car HQ! Here are our three favourite wheel-based products from car care giants Gtechniq...

C5 Wheel Armour ▶

- 15ml - £22.50
- 30ml - £42.50

C5 Wheel Armour offers the best protection for wheels, repelling brake dust and contaminants and making them easier to maintain.

A ceramic coating that not only works on wheels, but is suitable for brake calipers and exhaust tips too, providing up to 2 years durability.



◀ W6 Iron and General Fallout Remover

- 250ml - £5.99
- 500ml - £9.96
- 5L - £59.99

W6 Iron and General Fallout Remover is formulated to a thick gel-like formula that will cling to vertical surfaces, degreasing them, to offer you the safest, most effective method of removing potentially damaging contamination – most commonly found on your vehicle's rims.



T1 Tyre and Trim ▶

- 250ml - £13.00
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HOT RIDE



HONDA INTEGRA DC5

That Mugen DC5

It might have a Frankenstein heart, but this DC5 shares very little else with the infamous monster...

Words: **Danielle Bagnall** Photography: Matt Clifford



HOT RIDE

"Beware, for I am fearless, and therefore powerful," a Frankenstein quote accurately summarising the absolute beast of a DC5 you see before you. But, unlike the monstrosity that was Frankenstein, this Honda Integra Type R DC5 is a sight to behold and for all the right reasons.

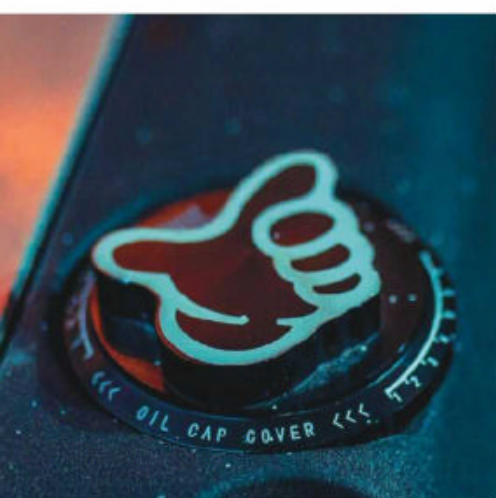
When owner Jamie Warnes acquired the DC5, he knew exactly what route he was going to take with it. Jamie previously owned a EP3, as well as a v1.4-litre Honda Civic EJ9 and having performed a B16 swap on that, it's safe to say he's well and truly familiar with Honda life. "I had the EP3 for around two years, while I saved up the money for what I really wanted: a DC5, before this one popped up for sale," Jamie told us.

The welder / fabricator from Kings Lynn, Norfolk, bought the DC5 slightly modified in that it had already received a full respray in Phoenix Yellow and had all the Mugen kit fitted, which was basically what he was looking to do. Jamie bought the car back in January 2018 – which was perfect timing to get it ready for show season.

Four months later, the engine decided to shit itself. That being said, it turned out to be a major blessing for the build. The following month, Jamie and his mates ripped the engine out and began looking at the options available.

BAY DREAMS

With a number of options flying around: turbos, engine rebuilds, throttle bodies and the like – shout out to the sheer level of modifying that can be done with these Jap motors – Jamie finally landed





“This Honda Integra Type R DC5 is a sight to behold and for all the right reasons”



HOT RIDE



The most iconic Jap combo



on getting the standard lump rebuilt but with more power. And so he ended up with a K24 Frankenstein engine (K24 bottom end and a K20 head); he'd done well to find an engine for sale that was freshly built and for a good price at that. First piece of the puzzle acquired, Jamie contacted Lewis at Honda Specialist UK in Eversholt to fit the engine, as well as complete all the wiring that was needed in the engine bay. Jamie was down there most weekends – bearing in mind that Eversholt is like 80-miles or so away from where Jamie lives in King's Lynn; that's dedication for you. Jamie spent time welding up around 150 holes in the engine bay, smoothing it and working with Lewis to get as much as possible either removed or relocated and ready for spraying. The engine bay was fully shaved and wire tucked, while the ABS and PAS were deleted and the fuse box and battery were both relocated elsewhere.

It took around three months to finish everything,

including fitting the engine and new parts, as well as the painting of the bay, with the car now running a K-Pro Version 4 ECU and putting out 262bhp!

EVERY CLOUD (OF SMOKE)

"A lot has happened with this car. Most would consider the engine shitting itself a real low point, but to be honest I'm kind of glad it happened. I have always wanted to smooth and shave an engine bay and the engine failure allowed me to do so. I honestly don't think it would ever have happened if it wasn't for it blowing up – that happening really pushed me to go the extra mile with it and I couldn't be happier. Even if there was blood, sweat and almost tears rebuilding the car to what it is now." Jamie added.

The whole car is a complete build; its freshly done engine bay complements the fresh Phoenix Yellow paint job to its exterior, along with the widened and



Jamie has nailed the fitment

OWNER PROFILE:

Name: Jamie Warnes, 24

What's been your proudest moment with this build?

Finding the Vertex steering wheel – it was genuinely near impossible to get hold of.

If you had unlimited moolah, what car would you buy?

I'd really like to build a Honda NSX as it's my ultimate car.

HONDA INTEGRA DC5



HOT RIDE



“The chassis is an interesting aspect in itself; running Air Lift Performance V2 management, AirREX struts, and Skunk2 arms”

TECH SPEC: HONDA INTEGRA DC5

STYLING

Full respray in Phoenix Yellow, shaved and wire-tucked engine bay, ABS and PAS delete, fuse box and battery relocated, widened and flared arches, Mugen front bumper, rear bumper, side skirts, spoiler

TUNING

J's Racing exhaust system, full engine rebuild (K24 Frankenstein), painted engine block and wrinkle black rocker cover, Skunk2 Ultra inlet manifold and 70mm throttle body, stage 3 Competition Clutch, INNOVATIVE Billet engine mounts, Mishimoto radiator and hoses, K-Tuned fuel rail and RDX 410cc injectors, Walbro 255 fuel pump, Solid Fabrications stainless exhaust manifold

CHASSIS

Air Lift Performance V2 air ride with AirREX performance struts, Skunk2 camber adjustable arms, BBS RF alloys with 16-18 triple stepped lips (9.5J up front and 11J out back with 3- and 4-inch fully polished lips, with gold hardware), Brembo 4-pot brakes

INTERIOR

Bride Cuga bucket seats with carbon fibre backs, Takata harnesses, NRG quick release steering boss, Vertex steering wheel, K-Tuned race billet shifter, We Are Likewise gear knob

AUDIO

Pioneer doubleDIN touchscreen headunit

THANKS

“I would like to thank my friends, my GF, my parents, Lewis at Honda Specialist UK, and Rusty Rimz”

➔ flared arches and Mugen accents.

The chassis is an interesting aspect in itself; running Air Lift Performance V2 air management, AirREX performance struts, and Skunk2 camber-adjustable arms. The BBS RF alloys have been triple stepped and are 9.5J and 11J front and rear respectively, with 3- and 4-inch fully polished lips that house gold hardware. Look beyond the spokes and you'll spot colour-coded Brembo 4-pot brakes.

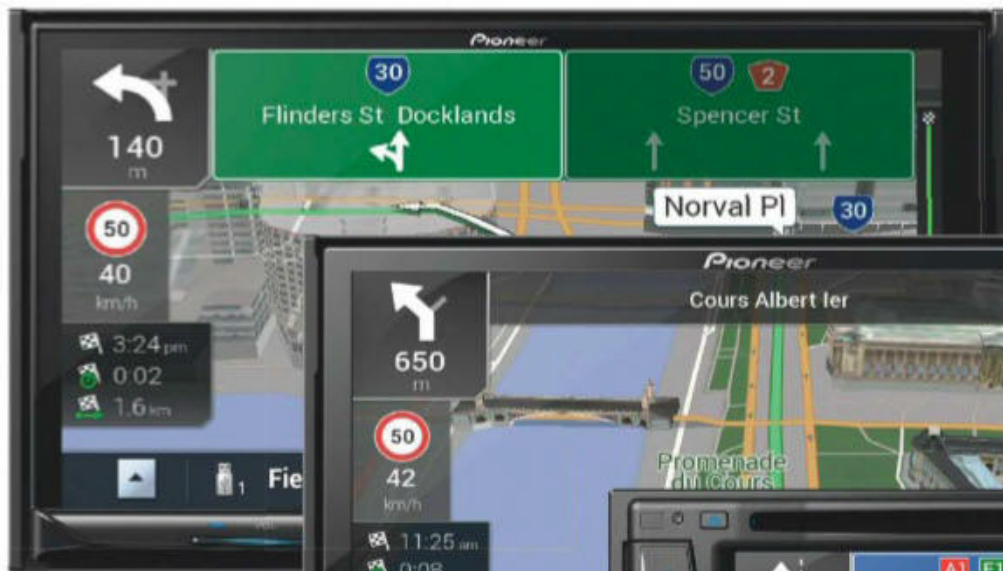
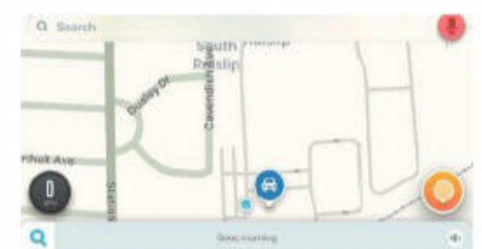
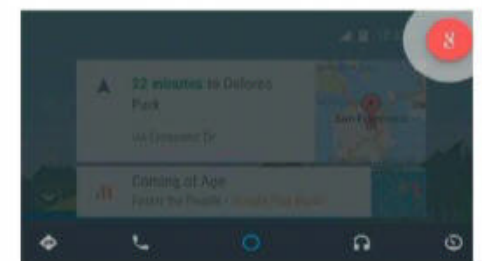
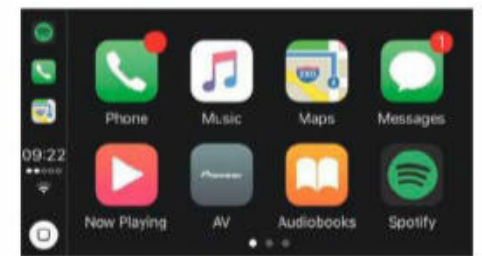
The inside hasn't been forgotten, either. Bride Cuga bucket seats with carbon fibre backs rock those iconic Takata harnesses, while the driver's bay houses a Vertex steering wheel, with NRG quick release steering boss, while gear changes are taken care of with a K-Tuned race billet shifter and We Are Likewise gear knob.

The entire thing is a sight to behold, but Jamie is already having ideas about another makeover next year. We better keep an eye on this one! ■



Triple stepped BBS RFs

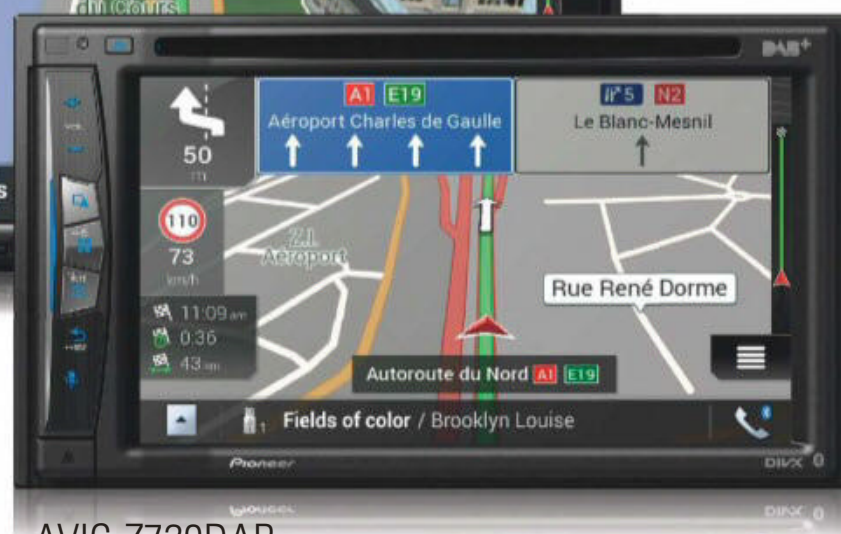
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AVIC-Z820DAB



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*AVIC-Z820DAB/920DAB only



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FRESH KIT

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Top Features

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- 7-inch WVGA monitor with capacitive touch screen
- Screen viewing angle adjustment
- DAB+ tuner
- DashCam link
- 4x50Watt MOSFET amplifier
- Dual Bluetooth phone connection
- AD2P hands-free and audio streaming
- 2x high-speed USB ports



KENWOOD DMX8019DABS MULTIMEDIA SYSTEM, £499

The audio world has changed massively over the past ten years or so. As soon as we started to carry around our entire music libraries in our pocket, the focus shifted to integration of our electronic devices. The smartphone pushed this idea further, making it not just about the tunes you enjoy, or all the audiophile-tastic settings that perfect how you hear them, but how you stream, consume and integrate the more practical stuff like phone calls and text messages. Nowadays of course, the compatibility with our favourite apps are what it's all about. Being able to use stuff like Spotify, WhatsApp and Waze is not only what we want, but it's what pushes the game on.

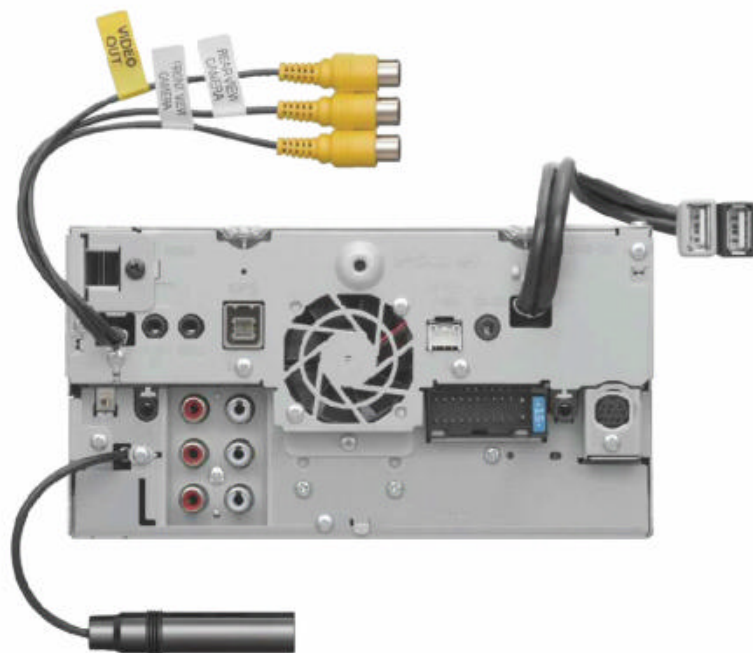
It's all rather ironic then, that as operating systems and audio products get more complicated, the outcome is quite the opposite

for us as users. The ultimate goal now is seamless simplicity, intuitive systems that make our lives smoother. And all that is what makes this new offering from Kenwood proper next-decade stuff. What we've got here is simply THE product to kick off the 2020s... it just so happens that they've brought it out a year early.

The thing is though, the new DMX8019DABS may be the Billy Big Spuds of Kenwood's popular DMX range, and the one with a monster spec that you'll inevitably end up drooling over in Halfords when it hits the shelves this month. But you don't have to be some sort of tech wizard to appreciate its virtues, or the fact that it's a certified game-changer.

It's a slimline mechless system (making it far easier to fit in the majority of cars) with a full-body 7-inch screen, that comes in at under

£500, which is a bloody good start. You also get just about every modern feature we can imagine, and plenty of stuff we probably can't. But the bit that's really twisting our melons here, comes down to two simple words – forget the term 'game-changer' for a second and think 'wireless Apple CarPlay'!



Connectivity

That's right, this box of electrical wizardry is the very first on the market from Kenwood to use wifi to offer Apple CarPlay without the need for a hard cable connection. But you needn't go crying into your cornflakes if you're one of those robot fans either (Android Midge, you mean Android – Jules), because this also incorporates wireless phone mirroring for those devices too.

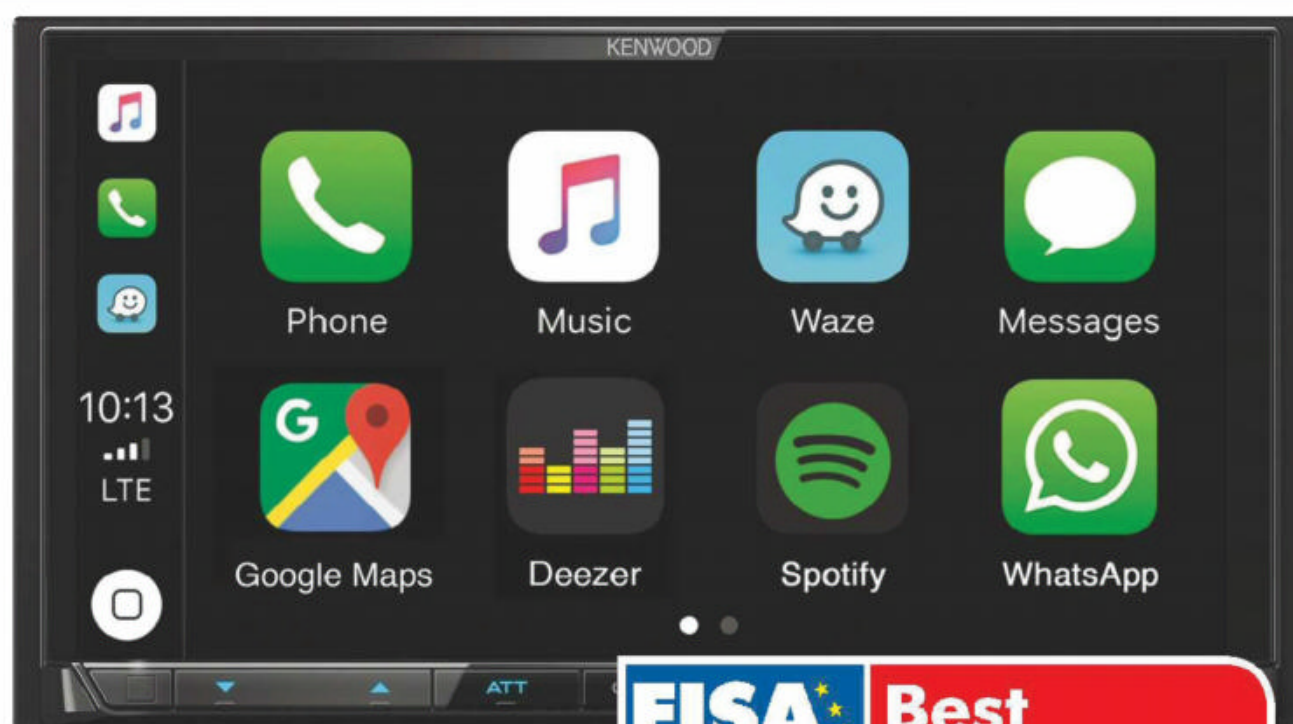
The real point is that all this makes perfect sense. What with all the top-flight devices offering wireless charging already, and newer cars and aftermarket charging pads being geared up for all this, why would you ever want to do more than lob your phone on the pad and drive away?

This was always going to be the future, it just looks like the future has come faster than we thought.



Integration

Speaking of making life a simple stream of warm, cuddly seamlessness. This also has multi view camera control and dedicated channels for front and rear parking cameras and it's compatible with Kenwood's amazing DRV-N520 dashcam - the only fully-integrated camera out there designed to be controlled from a headunit. This can be used with the 'DashCam link' on the DMX8019DABS to control and play back all your hero moments, making good use of an epic little system that no other audio firm has had the foresight to bring to market.



Music options

In our eyes this really is the 'everyman' headunit, the one that answers the awkward question for anyone out there once and for all. Should I change my modern OEM headunit for an aftermarket offering? Yes, yes you should. It's a no brainer.

But, being simple, intuitive and offering full on DAB+ radio is one thing, appealing to the hardcore audiophiles as well as us mere mortals is entirely different.

One of the best things here is that Kenwood haven't forgotten their roots by dumbing down the music tweaking options. In fact, this system offers more than ever, including a built in Digital Sound Processor, Digital Time Alignment, a 2/3-way crossover, a 13-band EQ and no less than 3, high-level 5volt RCA outputs. In other words, it's got the lot... and then some.

Don't just take our word for it...

The DMX8019DABS has just won Best Product at the 2019-2020 EISA Awards!

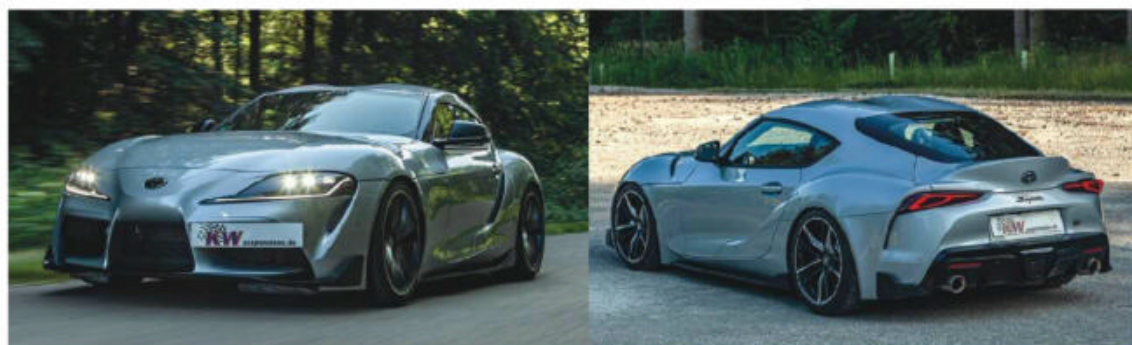


Find out more and get the full spec on... www.kenwood-electronics.co.uk

FRESH KIT

NEW PRODUCTS

The shiniest and freshest mods on the market



KW SUPRA GR COILOVERS, FROM £1815

We fookin' loved the new Supra when we tested it last month, and there's no denying that this future icon is already an epic bit of kit. You know what they say though; a car's just not modified until it's lowered.

Well, the Supra GR may have been a reality for all of 3-seconds but already those cheeky chaps at KW have launched a couple of full-on coilover kits offering a serious altitude adjustment of up to 35mm on the front and 40mm on the rear. These also allow separate adjustment of compression and rebound, focusing the chassis for an even tighter performance experience... if you've got the talent (or the spuds) to push your 50-odd grand coupe to the limit.

Like us, you may be asking how they got those to market so quickly too, but apparently Toyota's own Gazoo Racing Supra was running KW suspension in the Nürburgring 24Hr this year, so there's already plenty of racing pedigree. We can't argue with that.

www.kwsuspensions.co.uk



FORGE HYUNDAI I30N SHORT SHIFTER, £100

What with the Korean firm offering some properly spanking cars, there's certainly no shame rolling in a Hyundai nowadays... as long as it's not standard, naturally. In fact, the mods are coming thick and fast for motors like the epic little 275bhp i30N, and if you don't believe us, just check out our all-new modifying guide on page 46.

Anyway, one of our favourite tweaks, and a super-cost-effective mod that makes a real difference to these unjustifiably underrated hot hatches, is this brand-new short-shift kit from Forge Motorsport. This sexy-looking linkage has been engineered to reduce gear throw by up to 50% (both vertically and horizontally) to offer a crisp, positive and ultimately more precise shifting experience. What's even cleverer is that this one's also fully adjustable, so you can even tailor the length of the shift to your driving style. And, just like the car itself, that's a ton of bang for your... er, ton.

www.forgemotorsport.co.uk

A reet bit of posh...

VOSSEN CV10, FROM £410

These whoppers start at 19-inches and go up to massive 22s... all with a good selection of staggered widths, as you'd fully expect from bona fide scene stealers like Vossen. Available in any 5-stud PCD, 10 different custom finishes and a choice of concave profiles for each, you'd think that these were forged monoblocks (they've certainly got all the looks), but they're actually a new addition to their cast CV-Series. That's right, Vossen quality and exclusivity for cast wheel money. We're loving that!

www.vossenwheels.com



TITAN 7 T-S5, FROM £530 (EACH)

After showing us their spanking T-R10 wheel last month, the bods at Titan 7 have made perhaps the quickest follow up ever with the forged T-S5 here. Dare we say it too? We like this split-five even more, especially as they start at just under 8kg a corner!

These fully-forged, one-piece beauties are only available in 18 and 19-inch, 'vehicle specific' fitments to maximise performance on a range of high-end motors. Basically, if your car is on their list, you'll be laughing like a loony, and if not? Well, bad luck innit.

www.tegiwaimports.com



AUTOSTAR MONZA, FROM £135 (EACH)

There's only one thing that gets our FC pink bits fizzing more than a classic wheel design, and that's a classic wheel design offered at a seriously Bobby Dazzler price.

Aimed at motors of the Germanic persuasion, that's exactly what you're getting with these dishy Monzas from AutoStar. Available in 8.5x18s and, our personal favourites, mahoosive staggered 8.5 and 9.5x19 inchers, there's no doubt these classic mesh hoops offer a motorsport-esq touch of class, at bargain basement money. We're not usually the biggest fans of bolt-covering centre caps either, but we have to say that these motorsport-inspired jobs look top notch, definitely bang-on for this sort of style.

Of course, we'd love to run a set of these puppies all year round, but crucially, they have come just in time if you're thinking of locking your posh forged rims away for the impending winter season. Good timing AutoStar, and very well played.

www.autostarwheels.com

Sizes: 8.5x18, 8.5 and 9.5x19

PCDs: 5x112, 5x120

Offset: ET45

Finishes: Hyper Silver/polished lip, Gold/polished lip

**RIVIERA RF101, FROM £792 (SET)**

A modern take on the classic 70s motorsport mesh design, we've got a bag load of respect for the RF101, especially as it now comes in that almost mythical size – the fabled 21-incher. Yep, the staggered 21 (in this case 9 and 10.5 inches wide) is seen as a badge of honour nowadays. If you can cram a full-fat 21 on your car, you get to strut round like you own the gaff... which judging by the R8s, GT-Rs and M-Badge offerings on the fitment list, you probably do.

Failing that, there's no shame in a tasty staggered 19 or 20-incher either.

www.tuxauto.com

**Awesome Audio****KICKER CX AMPLIFIERS, FROM £180**

Kicker have been... er, kicking, some serious bootay over the past three or four months. In fact, every time they launch a new product, it seems like they come back about three-seconds later and then hit us with another absolute spanker. It's like you wait and wait, and then a veritable truck load of audio awesomeness comes along, all at once. They're kind of like London buses in that respect... if London buses were creators of some of the finest audio kit on the planet.

So, what is it this time around? Well, as they've already inundated us with their new square subs and high-end speakers, so it's time to look at some amps. Six of the best as it turns out.

These new CX units are certainly high-end, they feature all sorts of audiophile pleasing stuff like CXARC bass control, high-efficiency heat sinks, F.I.T+ (which means you can connect your speakers directly, with no line out convertor), and the ability to utilise an input signal up to a bonkers 40-volts!

What's more, all the new monoblocks are 10HM stable, allowing you to run even more subs off of one amp. And the cheeky little 4-channel also uses Class A/B power so it won't interfere with digital radio like a Class D item would. So, obviously there's a lot to love here, but perhaps most of all, is the fact that they're bloody powerful for a relatively small footprint. At the moment you can have the four smaller items ranging from 360-800watts, but there's also two thoroughly bad-ass 1200 and 1800watt monoblocks on their way later in the year. A proper pumper for every occasion.

www.kickeruk.com

**THE 2019 CX LINE-UP...**

CXA3604 – 360W 4 channel, CXA4001 – 400W monoblock
CXA6605 – 660W 5 channel, CXA8001 – 800W monoblock

Coming soon...

CXA12001 – 1200W monoblock, CXA18001 – 1800W monoblock

AUTO FINESSE

ONE STEP COMPOUND

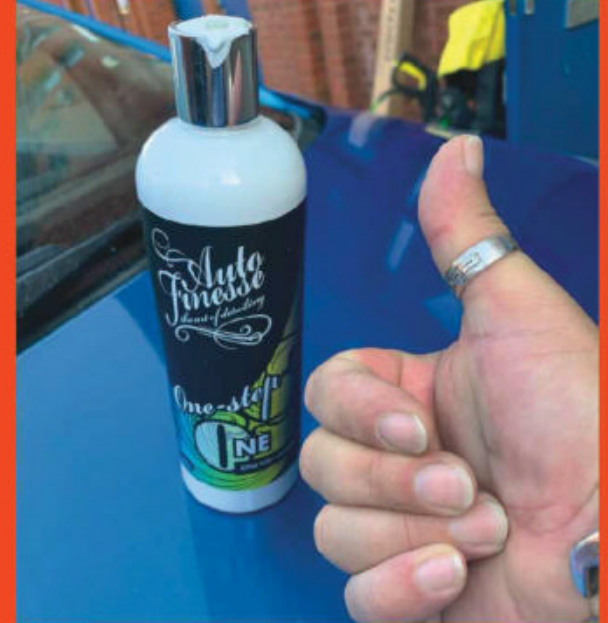
THE GOOD STUFF

- ✓ Easy and quick to use
- ✓ Doesn't take up loads of room in your kitbag
- ✓ Great price
- ✓ Perfect results

Price **£22.95**

www.autofinesse.co.uk

Machine polishing and heavy paint correction is perhaps the scariest part of the detailing process for beginners... and, to be frank, one of the most expensive. What we have here though is a new product that not only seems to be a bargain companion to anyone wielding a dual action polisher, but it takes away all the fear of doing the job in the first place...



THE PRODUCT

One Step is a machine polishing compound with a difference, it's designed for removing deep scratches and swirl marks but, rather uniquely, to leave behind a flawless paint surface that's ready for LSP protection.

Now, generally speaking, when it comes to paint correction at this sort of level (I mean, starting with the really bad stuff), it's a process that requires a lot of investment. Usually you'll need a heavy cutting compound to remove the worst imperfections, followed by varying degrees of refining compounds, and then some polishes, and top it all off with a final finishing polish. As you can imagine, all these different products require new pads for your polisher, and it's a process that takes plenty of time and effort to achieve a desirable result. Just get a quote off of a professional for this sort of job and you'll see that it's not just the products that cost money, time does too!

What makes One Step clever is that the formula is engineered to act as all of the above. It may start off as a heavy cutting compound, but it breaks down on every pass, working the product

through the refining compound and polishing stages and ending up as a finishing polish. This has the double bubble effect that you not only spend less on the products and equipment needed to complete the process, but you'll spend your time actually doing the polishing rather than messing about with loads of pads and different compounds. What's more, because it breaks down, there's no danger of going too far with the heavy cutting bit and burning your paint.

There's clearly a whole load of research gone into making this perform in the way it does, and it's certainly easy to use. Being used to breaking out all sorts of different gear for this sort of job, I found it surprising just how simple it was – you whack it on and kind of keep going until it's broken down into a haze that can be buffed off with a cloth.

What's really important though is its ability to be a Jack of all trades, and master each and every one of them. I've never seen a machine compound/polish that can go from deep scratches to a finish that's ready for waxing, all in one go. Well, not until now.

THE VERDICT

One of the great things about Auto Finesse is that they're real innovators. And, it has to be said that, innovation is what makes One Step one of the best detailing products I've tested for years. What's important here, is that they clearly understand that, although they may be fully absorbed in the world of achieving paintwork perfection, not everyone else is quite so into, or has the time for, the more hardcore side of detailing. What they've done here is expertly taken a lot of the brainpower, skill and experience needed to choose and use the right products, out of the machine polishing game. But crucially, it's not been through the traditional route of developing a whole range of different grades of compound and polishes.

There's nothing wrong with the tried and tested method of course. I'm also a big fan of their flagship 'Revitalise' 3-stage paint correction system (and I'm looking forward to testing the new, improved incarnation in the very near future), a product range that's equally un-cockup-able. But, my point is that this one takes all the processes involved in removing heavy scratches and swirl marks and rolls them into one simple process, that's not only easy, but doesn't require the sort of experience that makes using a heavy cutter risky for a beginner.

With this one you only need to buy a single polishing pad and one bottle of compound also making it great for beginners, but most importantly it performs in a way that will appeal to professionals and hardcore detailing buffs too.

The bottom line is simple; One Step will save you time, fear, room in your kitbag and certainly some cash. In my book, there's nothing not to love about that.



OUR ROOTS ARE TURBOS.
PERFORMANCE IS WHAT WE DO.



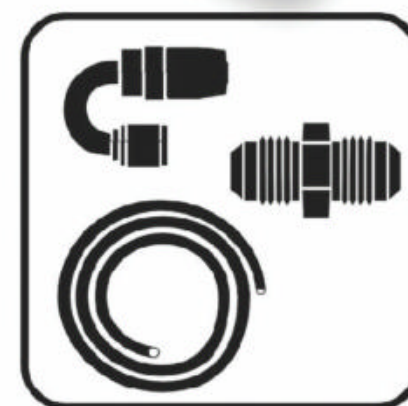
TURBOS & PARTS



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LIFESTYLE

LIFESTYLE

The car culture experience doesn't just belong in the garage

Rage Buggies, from £19,200

Are you the man with everything? Well these mental road-legal race buggies from UK manufacturer Rage Motorsport, might just be for you. As you can tell from the price, these aren't toys but serious pieces of kit. The price quoted above is for a build-it-yourself kit of their entry-level single seater, but there are also two-seater variants available and all buggies are available pre-built if you don't fancy swinging the spanners.

Under the hood, you'll either find a Kawasaki ZZR or Honda 1000rr engine mated to a 6-speed sequential gearbox. They also come with fly-off handbrakes and adjustable suspension and can hit 60mph in under three seconds! Want one? So do we...

www.ragemotorsport.com



IN BRIEF:

Nike SB Zoom Janoski Slip RM Matriz, £TBA

Joining a line-up of new styles that commemorate ten years of the Nike SB Zoom Janoski, this remastered slip is a collaboration with Brazilian skate shop Matriz. A camo print runs beneath the Swoosh and across the heel counter, while the Matriz dog logo rests on the midsole. Be quick as there's a limited supply. Uncool kids need not apply. Skateboard not necessary.

www.nike.com



DJI Osmo Action, £329

Move aside GoPro Hero7, there's a new kid in town. It's DJI's all-new, all-conquering Osmo Action and it comes equipped with the best electronic image stabilisation we've ever seen from an action sports camera! It also features front and rear colour screens and records in stunning 4K at up to 60fps.

Stick it on your bonnet, stick it on your race helmet, in fact, stick it where you want and enjoy a run time of 93 minutes recording (@ 4K/30fps) on one battery. Also features slo-mo, time-lapse and customisable exposure settings.

www.dji.com



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PERFORMANCE ON THE NET

Fast Mods

The only thing newer than the Hyundai i30 N are the modifications available for it...

When Hyundai decided to launch into the ultra competitive hot hatch market with the i30 N, a few eyebrows were raised. Could it really compete with the well established stable of fiercely followed mainstream options from VW, Ford, Vauxhall and the like? Damn right it could...

Now, while it might fall short on some of the performance figures of its rivals, the price tag reflects this and it's cheaper to buy – which means one thing in our book, more money for mods! It hasn't taken the manufacturers long to jump on the i30 N tuning bandwagon. The 2.0T-GDi is like most forced induction engines, absolutely ripe for some tuning upgrades, and the already capable chassis hasn't been overlooked either.

We've teamed up with POTN to give you a quick insight into what's already available for the cracking Hyundai i30 N...

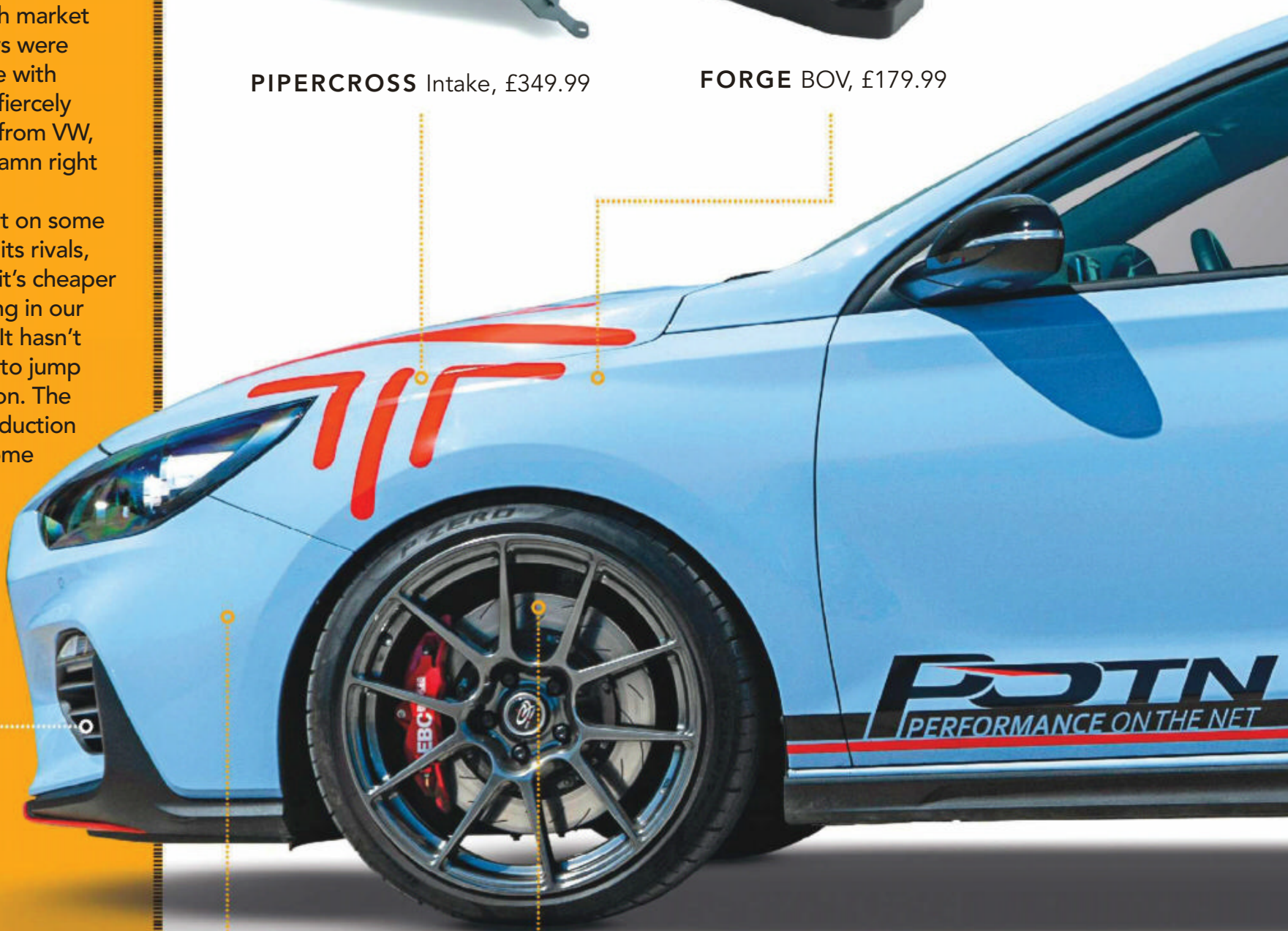
Hyundai i30 N



PIPERCROSS Intake, £349.99



FORGE BOV, £179.99



FORGE FMIC, £679.99



REMUS Powerizer, £531.13



EIBACH Pro-Kit Lowering Springs, £301.27

Also available from: www.potnshop.co.uk

Pipercross Air Filter	£49.99	Rieger Tuning Side Skirt Extensions	£189.42
Powerflex Bushes	from £23.95	Rieger Tuning Rear Corner Lips	£108.73
ST Suspension XTA Coilovers	£1349	Forge Induction Kit	£299.99
ST Wheel Spacers (12.5mm)	£180	Forge short Shifter (see page 38)	£99.98
Eibach Spacers (10-30mm)	from £111.34	Forge Big Brake Kit	£1589.65
Eibach Rear Anti-Roll Bar	£421.79	HoseTechnik Brake Lines	£129.54
Rieger Tuning Front Splitter	£274.45		



ROTA 8.5x19-inch ET44 AR10s in Hyper Black, £918

REMUS Exhausts, from £1019.64



AD5

Gloss Black / Polished, Gloss Black, Gunmetal / Polished
8x18"



ASSASSIN

Gloss Black, Gloss Black / Polished, Bronze (18" 20" only)
& Blackberry / Polished (18" 20" only)
7.0x16" 7.0x17" 8.0x18"
8.5x19" 8.5x20"



ASSASSIN GT2

Gloss Black / Polished
8.5x18" 8.5x20"



SPORTLINE

Gloss Black
Polished
8.5x20"



WOLFSBURG

Gloss Black Polished
& Gloss Black
8.5x20"



LUCCA

Gloss Black / Polished, Gloss Black & Polar Silver
6.5x16" 6.5x17" 7.5x17" 8.0x18" 8.0x19" 8.0x20"



TORINO

Gloss Black / Polished, Polar Silver
6.5x16" 7.5x17" 8.0x18" 8.0x19"



AERO

Gloss Black / Polished, Gunmetal /
Polished, Bronze & Matt Black / Polished
8.5x18" 8.5x20"



KODIAK

Polar Silver, Gunmetal
5.0x14" 5.5x14" 5.5x15" 6.0x15"
6.0x16" 6.5x16" 7.0x16" 7.0x17"
7.5x17" 7.5x18" 8.0x18" 8x19"



DORTMUND

Gloss Black, Gloss Black / Polished Gunmetal / Polished, Blackberry /
Polished, Bronze (20" only), Bronze / Polished & Matt Black
8.5x18" 8.5x19" 8.5x20"



KIBO

Gloss Black / Polished Lip
Gunmetal,
7.5x17" 8.0x18" 8.0x19"
8.5x20" 9x20" 9.5x21"



TURISMO

Gloss Black / Polished, Gloss Black,
Bronze & Matt Black
8.5x18"



MUNICH

Gloss Black / Polished, Gloss Black, Matt Black,
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TOYO TIRES





Photography: Chris Frosin **Car:** BMW E30 **Creator:** Goblin Works Garage

THE FC PORTFOLIO





Photography: Matt Clifford **Car:** DC5 Integra **Owner:** Jamie Warnes

Words: Midge

DIY DAY JOBS & WEEKEND WONDERS

FITTING NEW WHEELS

Nope, we're not having a giraffe... there's a few things that need to be said!

Wheels, as you well know, make the FC world go round. So much so that everyone's got sweet hoops in the modified car universe; a car's just not modified without 'em, right? It's a bit like lowering in that respect.

The thing is many of you, along with a few of our own team, may think that we're taking the Flanagan a tad with a feature on how to bolt on your new wheels. We totally get that too, but you'll be amazed how many, including some professional mechanics that are used to the standard stuff, don't follow the correct procedure to the letter. To be honest, I'm not adverse to hoofing up wheels with a big bar myself, but that young padawans is just not the way of the force.

The short of it is that this is perhaps the

most important DIY Day Job of them all – pretty much anyone can pop on a set of wheels; it's just doing it the right way that's the trick.

So, here we go then, the proper way to fit your sparkly new rims...



DO IT!

1 LOOSEN YOUR NUTS

First things first: with the car on the level ground you'll be using for jacking, you'll want to loosen your nuts/bolts. Don't worry if you forget, we've all done it a million times before, but it does mean that you'll have to lower the car back down so the wheel is in contact with the ground, otherwise you run the risk of pulling it off the jack. Don't forget that for some cars you may need a specialist tool to get the centre caps off first (so have a fish around in your boot for that).

Now, you're not looking to take the nuts off completely, or even have them very loose. The idea is simply to... er, crack them off, enough so they still hold the wheel on, but not leave them so tight that they spin the wheel when you're trying to remove it with the car jacked up. We'd recommend a wheel socket and a long breaker bar to do this (and you'll also need the locking wheel nut key if



you have one fitted). You'll have a standard wheel brace in the car, of course, but chances are this won't be long enough to avoid putting in a load of effort (or to risk having to stand on it to loosen the nut). To avoid damage to your wheels, it's also worth considering the type of breaker bar and length of the socket you use. There are those that have a flat head (like a general mechanic's bar) and others that are specially designed for wheels with a swallow neck. You may find the latter essential for dished or concave rims. Basically, you want to make sure that at no point does the bar come in contact with the edge of the rim.

As for sockets, you're always best off with specially-designed wheel sockets. These come in all the common sizes and feature plastic covers to avoid damaging the lug holes in your wheels.

Once you've slightly loosened all your nuts, it's time for the next step.



THE GEAR

Fitting Time: A few minutes for each corner, although always take your time!

Cost:

Wheels - £POA

Spigots - From £5

Nuts/Bolts - From £2

Being part of the 'car scene' means we all know that no matter the design, price or size, we order wheels for our particular make and model. In the big wide world, though, it's always amusing how many people think that any wheel will fit any motor. "Why can't I just stick those Mazda wheels on my BMW to get me home?" Spend enough time around non-petrolheads and you'll hear this a lot.

Of course, us educated car nuts know the answer: it's that wheels are PCD-specific, vehicle hubs are PCD-specific, and they must match or never the two shall meet.

The point is, whether you bought them new from a dealer, or found them on eBay, you'll already have your new wheels ordered in the correct bolt pattern, size and offset. You've already done your research there, and you'll likely have a fitting kit too (we'll get to that). So, having done the hard bit, you just need to get them on...

Specialist Tools:

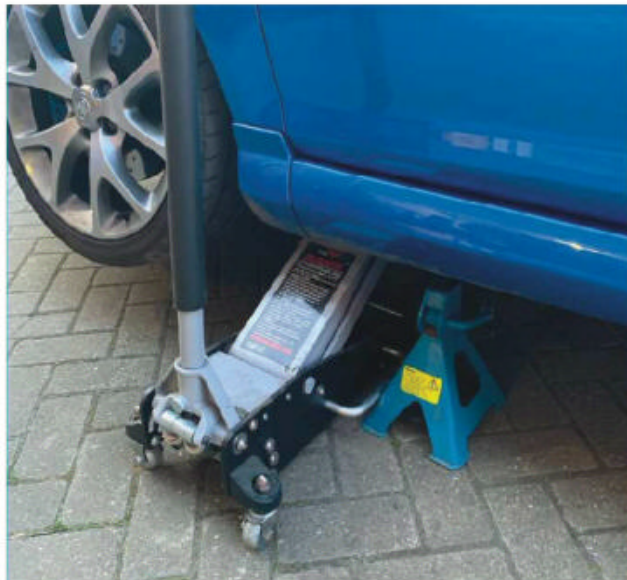
Getting the right tools for the job is as essential for safety as getting the right wheels and hardware. Luckily, you can always get yourself along to your local Euro Car Parts to buy a jack, axle stands, some deep wheel sockets, and a proper torque wrench.

www.eurocarparts.com

2 JACK HER UP

You'll need the car up in the air to get the wheel off, that's pretty obvious. But the thing is, this is the second most common bit that people mess up and it's before they've even started the job!

Yes, we know that every car comes with a jack, but it's not the one to use unless it's an emergency. The truth is that these 'roadside' jacks are just that: designed to be lightweight and to get you out of trouble while you're dodging lorries changing a flat on the hard shoulder. Sure, they'll lift your car, but they're not the most stable, and although some manufacturers produce better items than others, we've heard of (and seen) countless situations where cars have toppled off. That's bad news on any motor, but even more so with modified cars that may have kits and posh chassis mods to consider. In short, beg, borrow or buy a proper trolley jack and leave the other one in the boot.



Of course, there's also the fact that many modified cars run low, so you'll also need the right type of trolley jack to get under there. The majority of jacks are designed for standard cars, so you may find yourself needing a special low-rise item. If you're

running with an extreme static drop that's so epic it makes cat's eyes pucker up with fear, you may need a set of race ramps just to get the car high enough to get any jack in place! One last thing to consider is that some cars, particularly BMWs and MINIs, need a jack adaptor. This is because they have a special slot incorporated in the jacking points making it a bit fruity for a normal jack that won't clip in. Safety first and all that.

Okay, with that said, now you can actually start. But don't just whack your jack under the nearest sill and pump away, instead have a look in the manual to find the correct jacking points. Admittedly, most cars can be lifted on the sills, but always check to avoid causing damage. Once you're up too, always use an axle stand under a solid part of the chassis, just in case the jack malfunctions or the car topples. Axle stands save lives, it's that simple, so no excuses.



3 REMOVING OLD WHEELS

Once you're up, all is secure, and there's no possibility of dropping the car on your nut, you can get the old wheel off.

For this, it's a case of using a shorter bar/ratchet and socket combo, an impact wrench or your standard wheel brace to unwind and remove the hardware. As we all know, some cars use bolts, others use nuts, and this can make all the difference in your approach. Generally speaking, you don't want the wheel falling off prematurely (and you REALLY don't want it landing face down on your drive), and this is more likely with bolts. It's always best to position yourself directly in front

of the wheel (just in case you need to catch) and leave the nut/bolt at the top until last.

If the wheel still doesn't slide off the hub when all the fixings are out, it's probably because heat and grime have kind of welded it on. In that case, you'll need to give the tyre a careful whack and a shake (top, bottom, side to side) a few times to free it up. With the old one off and ready for storage, it may be advisable to keep these nuts or bolts (just enough for one wheel). Pop them in your boot with your roadside jack. If you ever get a flat and the fittings on your new wheels don't fit your spare, you'll definitely thank me for it.

4 FIXINGS

Most aftermarket wheels will come with a fitting kit and using this is an essential part of getting them on safely. So, if you're buying rare second-handers or even OEM+ options, and you haven't got a specific kit, this bit is essential knowledge.

Aftermarket fitting kits generally contain two things – the fixings and some spigot rings. The fixings will be nuts or bolts in the specific thread to match your car and, crucially, will have a 'seat profile' identical to PCD-holes in the wheels you're bolting on.

This seat profile is important because it's the bit



supply wheels designed to use the factory style-fittings, rather than tapered aftermarket nuts. So always know what you're buying.

Some standard steel wheels use nuts that are too hard and sharp for alloys and, even though they have a similar taper seat, can cut right through the metal.

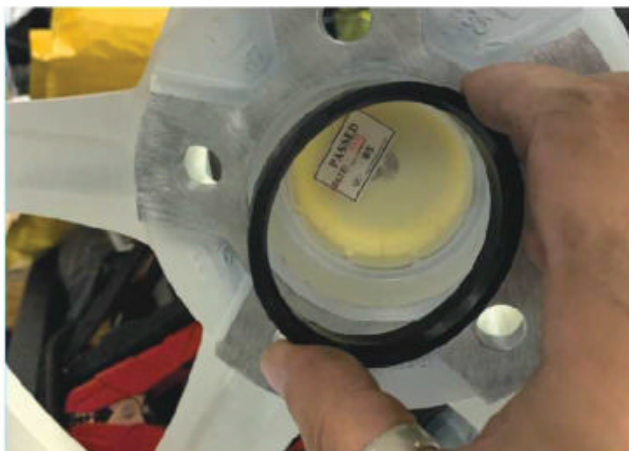
All these factors are the reasons why the nuts or bolts you just took off usually won't be correct for your new wheels. It's also something to look out for if you're thinking of buying trendy aftermarket wheel nuts.



that holds the wheels to the car, and while most aftermarket wheels employ nuts or bolts with a 60-deg taper seat, that's not always the case. Plenty of high-end hoops, and many standard alloys need to use their own type of fittings; these can be flat rounded, or have thick profiles designed to centre wheels with massive lug holes. The likes of Audi, Subaru and Nissan are notorious for using these.

Some specialist tuners and wheel suppliers, such as the ones linked to particular car manufacturers (think Nismo for Nissan and Revo for VAG), will





5 SPIGOT RINGS

The other thing you will usually (although not always) find in your fitting kit is a set of spigots. These (usually) plastic rings are used by wheel makers to ensure that one wheel will 'adapt down' to the many different centre bore sizes found on different cars that use the same PCD. These little items are more important than you may actually think too, because they are what make the wheel hub-centric. And by that we mean that the hub and centre bore of the wheel take the weight of the car, rather than the studs or the bolts.

Aftermarket wheels only need one of these popped in the back if the vehicle centre bore doesn't match the wheel exactly. Some wheels will already fit perfectly on the car without a spigot because, through sheer luck, they're made in the correct centre bore, others (like posh forged hoops) may be custom machined to the correct size when they're ordered. Standard wheels, of course, are designed specifically for that car anyway, so they won't need an adaptor.

6 PUTTING WHEELS ON

Once you are ready to slot your wheel on the hub, my top tip is to always give it a good waxing (or use a shield product) inside and out. This will help protect the bits you can't normally get to from brake dust. Why not start as you mean to go on, eh?

Another top tip is to give the centre bore in the wheel and the flange on the hub a light copper greasing to help stop the wheel seizing on. This is particularly useful for wheels that don't need spigot rings, or ones that use metal items rather than plastic.

Next, you can slide the wheel on, either lining up the bolt holes as you go, or sliding them



over the studs. I like to get the top fixing on first to hold the wheel, then the one opposite, and go on from there. The idea is to hand tighten your fixings to pull the wheel back squarely onto the hub. Be careful not to pinch the spigot (they can sometimes pop out and get wedged stopping you getting the mounting surface flat against the hub) or it'll be wobbly wheel time!

I say hand tighten too, because you don't really want to use an impact gun for this bit. Yes, we've all seen garages do it, but most are far too powerful for this. Just put them on tight, but don't feel the need to hang off 'em – they've just got to hold the wheel on for the next step.

Oh, and if you're using a locking wheel nut, don't forget the key isn't always attached to the socket you're using, making it far too easy to slip and drop the bugger on your new hoops... there goes that polished lip!



7 TORQUING

Now you can drop the car back on the ground and proceed with the most important part, and the number one most common thing that people ignore. I'm talking, of course, about correctly torquing the nuts/bolts.

Now, there is a reason you should do this rather than use an impact gun or a 14-foot

scaffold bar, and it's simply that a stupid amount of torque can damage the threads on your hardware, rendering them useless under load. Over-tightening is common because, although your wheel nuts need to be tight, very often they are not as tight as you think. And, aside from the F1 pit crews that have posh windy guns set to a specific level, the only way of correctly measuring torque is with a torque wrench.

Usually wheels are torqued at around 100-120Nm, which isn't actually that much when you consider that many guns can pull off nuts at over 400Nm. It differs for every manufacturer though, so you'll have to look up your setting, and bear in mind that some lightweight alloy nuts use their own torque setting too. Next, you'll need a hefty half-inch torque wrench that can actually get up to that figure – a small quarter-inch job that only goes up to 40Nm won't be much good here.

When all that's sorted, set your wrench to the

right torque, tighten the nut (going opposite to opposite in sequence) until it clicks... and then leave it alone. Don't be tempted to turn it just that little bit more – that little bit is usually what causes the damage.

Now, assuming nothing is rubbing (for bigger, wider wheels or fat tyres I like to jack up and check for scrubbage after a little test drive) that's your lot. It'll take you less time to do the job, than to read this feature! ■



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HOT RIDE

THE ONLY WAY IS UP

Relentlessly pushing things forwards with his Mk2 Focus RS for the entire time he's owned it, Steve Johns is now left with a 1000+bhp hyper-hatch that's single-handedly re-writing the rulebook...

Words: **Sam Preston** Photography: **AS Design**



FOCUS RS



Defining car culture. 033

HOT RIDE



Remember when the Mk1 Focus RS came out back in 2002? Remember how its combination of 212bhp and front-wheel drive was enough for many who reviewed it to confidently state this was the sheer limit of what this kind of car could physically take, introducing a whole new generation to the phrase 'torque steer' in the process?

If only they could've seen just how times would move on in the seventeen-odd years that would follow, with the introduction of the 300bhp Mk2 RS shortly after that promptly paved the way for some of the most monstrous FWD builds the world has ever seen, each pushing the envelope even further than the last.

And all of this escalation arguably culminates right now with this rather unassuming pearl white Focus here that's normally found tucked away in its garage in South Wales. Owned by Steve Johns for the past eight-or-so years, it's gone on one hell of a journey in the time he's been fettling with it to now officially stand as one of the most powerful Mk2 RSs to grace this entire country, if not the planet...

FAST FORD

Those with a particular loyalty to the Ford scene might actually already recognise Steve's mighty machine, as it was featured in our sister mag Fast Ford, about five years ago. If so, you'll remember the story of how the Focus was snapped up back in 2011 as Steve was itching to get back into the performance car game following the recent sale of his beloved Subaru Impreza and Renault Clio V6.

With the seal of approval from various pals who all loved the Mk2's crazy styling even in factory trim, the hot hatch soon took pride of place on the driveway over the other cars that made an appearance on the shortlist such as a BMW M3.

Ever wondered what 1000bhp looks like? Wonder no more...



OWNER PROFILE:

Name: Steve Johns

Age: 44

First Ford: Fiesta RS Turbo with 247bhp

What's next: Lee still thinks there's some left with this engine, so maybe 1100bhp?!

Favourite thing about your Ford? The number plate and the wheels

Track day or show and shine? Show and Shine

Sierra RS500 or Focus RS500? Focus RS500 – the Sierra's worth more but I prefer the look of the Focus!

WRC or BTCC? WRC

Lessons learnt from this project? It's cost me too much!



A beautiful beast

FORD FOCUS RS



HOT RIDE

STYLE IT OUT

What does the cockpit of a 1000bhp RS monster look like? If you were expecting back-breaking racing seats and a WRC-style intercom system, you're going to be disappointed!

You see, Steve's refreshingly ensured that his Focus has stuck as an unashamed road car through and through, despite what other work has been completed on it, meaning as you enter the cabin you're greeted with a sumptuous re-trimmed leather interior that feels every bit as special as that nuclear missile of an engine under the bonnet.

With carbon-dipped trim that extends to the backs and sides of those diamond-stitched Recaros, blue neon lighting and even a comprehensive Audison Voce sound system all featuring, this really does seem like one car that does it all.

Steve initially promised himself the RS would remain in a high-on standard spec as it flawlessly performed its daily duties, but, as so many of us will be able to relate to, things didn't stay that way for long; the car ultimately ending up in a seriously impressive, 460bhp state of tune (with plenty of interior and exterior styling goodies to match) by the time it last graced the pages of a publication.

But if it's already had a feature before, why are we putting Steve's Focus back under the microscope? Well, as it turns out, that initial 460bhp tune really was only the tip of the Frozen White iceberg; the story only getting more and more bonkers as time went on, as Steve best explains.

"The car was running around 580bhp soon after its last feature, thanks to an even bigger turbo and some better fuelling bits making an appearance," he recalls. "I still wasn't happy though and was looking for someone to take things to the next level when I was recommended to chat to Lee at Devil Developments..."

DEVIL'S IN THE DETAIL

Known for his world-class knowledge of eking every last drop of safe performance from this boosted five-pot engine, especially when it involves bespoke Syvecs ECU maps, Lee seemed certain that he could help upon his first chat with Steve, prompting the first of many visits to this West Sussex workshop.

This pattern continued as over time, Steve's Focus became something of a flagship demonstration vehicle for just what Devil Developments could do, to the extent that the car was tuned to ensure it was the most powerful of its kind to attend the Ford Fair show for three years on the trot. Soon boasting a 6466-sized Precision blower that meant 849bhp was rippling through its muscular skin, Steve could be found once again leaving Lee's premises with his mind already swimming with thoughts on whether it was possible to boldly crack the 1000bhp figure where so few had gone before him...

Before this wild idea materialised into anything solid, however, Steve's life was tragically flipped on its head as his business partner and best mate became seriously ill, with Steve's time suddenly drawn



Diamond-stitched Recaros and neons in a 1000+bhp motor? Oh yes!



“And the end result of all this hard work? 1036bhp and 788.2lb/ft of torque at 2.6bar of boost”



between juggling the entire business alone and providing a support network to his best friend at such a devastating time.

“He unfortunately passed away not long after, which kind of spurred me on to get my hands stuck in with my car once more,” Steve emotionally explains. “Hitting 1000bhp is what he would’ve wanted.” With that in mind, it brings us to the start of 2018, with Lee and the Devil Developments team looking towards that year’s Ford Fair and giving Steve’s block and head a full tear-down and re-build in anticipation of what was to come next.

With oversized Wiseco pistons and con rods making an appearance, as well as a new factory

crankshaft (which seems to take remarkably well to big-power applications as long as you’re not too brutal in your driving style) and a fully ported and flowed big-valve head, the five-banger now has a frankly massive Precision PT6870 turbo tucked away behind it on a Nortec tubular manifold, with Devil’s bespoke twin Nissan GT-R fuel pump upgrade and whopping 2000cc injectors also featuring.

With the gearbox also re-built and housing a much sturdier clutch, Lee soon got down to business mapping that Syvecs ECU to perform its very best when potent E80 race fuel was added into the equation. And the end result of all this hard work? 1036bhp and 788.2lb/ft of torque at 2.6bar of boost



HOT RIDE



It's rare to find such a big powered car with a fully-loaded audio install



– figures that would seem absurdly impressive from any car, especially a FWD Focus!

Despite the fact it's also wearing huge K-Sport stoppers, a raft of suspension upgrades and the stickiest of rubber to help matters, we know exactly what you're thinking: how on earth do the front wheels cope with 1000bhp? "A lot of people wonder what the point of it all is, but the traction control on the Syvecs system is so clever and limits the torque in the lower gears, meaning it's actually a lot easier to drive than you might imagine," a proud Steve explains. "It's crazy fast and makes insane noises from that screamer pipe too... it's absolutely nuts!"

What makes the whole story that little bit more impressive is the way that Steve has unconventionally resisted the temptation to go for the functional stripped-'n'-caged look that so many other big-power cars run these days, instead keeping that comfortable, plush and usable vibe that he started out with in the early days of ownership. As a result, it's a machine he uses a whole lot more than you might think, and you certainly can't argue with that, can you?

By keeping a level head and ensuring the usability and drivability aspects were never put in jeopardy, Steve's story is the perfect illustration of how chasing huge power figures can indeed be done properly and enjoyably. We'd just love to see the faces of those who thought 200bhp was too much for the front wheels when they saw this brute. ■

Even the number plate is fast



TECH SPEC: FOCUS RS

ENGINE

2521cc 20v turbocharged 5-cylinder Duratec RS engine, Devil Developments fully forged and rebuilt block (featuring 9.1:1 Wiseco oversized pistons and con rods with factory crankshaft), Devil Developments ported and flowed big-valve head (featuring enlarged valves and stage 3 camshafts), Precision PT6870 Gen II ball-bearing turbocharger, Nortec tubular turbo manifold, custom screamer pipe, custom Anembo inlet manifold, custom 80mm throttle body, custom enlarged alloy boost pipe kit, Airtec intercooler, WRC oil breather, Airtec oil cooler and radiator, custom 4in exhaust system with twin 4.5in tailpipes, 2000cc fuel injectors, custom Devil Developments twin Nissan GT-R in-tank fuel pump conversion, uprated fuel lines, 90mm Syvecs crossover pipe, Cosworth Group A filter, Spec-R water tank and power steering rack, full black silicone hose kit, Syvecs ECU conversion with bespoke Devil Developments mapping (running E80 fuelling)

POWER

1036bhp and 788.2b/ft of torque @ 2.6bar of boost

TRANSMISSION

Devil Developments fully re-built factory six-speed manual gearbox with LSD, Xtreme twin carbon rigid blade clutch, Elevate torque link

SUSPENSION

BC Racing coilovers with custom springs, Whiteline anti-roll bars, JWR front strut brace, Powerflex bushes

BRAKES

K-Sport 8-pot calipers and 356mm discs (front), K-Sport 4-pot calipers and 330mm discs (rear), EBC Ultimax pads

WHEELS & TYRES

9.5x19in (front) and 10.5x19in (rear) MMR GF7 alloy wheels with custom diamond-cut spokes, 235/35x19 (front) and 265/30x19 (rear) Michelin Pilot Super Sport tyres

EXTERIOR

Full custom pearl white re-spray with gloss black roof, rolled wheel arches, Maxton Designs front, side and rear splitters, rear spoiler splitter, custom Monkey Wrench headlights and fog lights, Pro LED rear lights, de-badged and relocated bonnet pull, gloss black plastics and vents, FA57 FRS ('FAST FRS') number plate

INTERIOR

Custom black-and-white leather interior, re-trimmed diamond-stitched heated front seats with carbon-dipped backs and side covers, custom rear centre drinks holder, armrest with stitched 'RS' logo and build number, custom floor mats, blue LED light kit, MOMO snap-off steering wheel, carbon fibre kick plates

AUDIO

ICE install comprising of full sound deadening and Huets custom boot build, Kenwood touchscreen headunit, Audison Voce 5.1k amplifier, Audison Voce AV due amplifier, twin Audison Voce AV10 sub woofers, Audison Voce AV 6in speakers, Audison Voce AV 6.5in speakers, Pro Series 3600-watt amplifier wiring

THANKS

"Lee at Devil Developments, Dayne at Touch of Class, Andrew at AWL Body Repair, Alan at Auto Specialists - www.autospecialists.co.uk, and Jason at JW Racing"



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Words Rachel Green Photography Original Persona

Raceism 2019

There's only one type of Raceism we will tolerate in Fast Car and it takes place in Poland...

That's right, Raceism is a car show based in the beautiful city of Wroclaw, Poland. There's no discrimination here just a celebration of epic car culture. Being one of the biggest car shows in Europe, Raceism attracts the best cars and drivers from across the globe, and we really do mean that: in front of the main stage sat Kazuki Ohashi's bagged Testarossa – the car that took the Internet by storm. What a privilege it was to witness this thing in the flesh!

Now in its ninth year, Raceism works off the basis of inviting the best 1000 cars from across Europe and Asia to be displayed in the grounds of Wroclaw Stadion (Stadium). Of the 1000 hand-picked cars, only 16 are selected for Best in Show – and believe us, that's an almost impossible job to judge!

The show runs from Thursday through to Sunday, although

Thursday is mainly for set-up and for the press. The Friday is relatively relaxed and proved to be the calm before the storm – as thousands of showgoers swamp the event over the weekend.

Looking around for the first time, one thing is clear from the outset, the builds that headline this event can go toe-to-toe with the likes seen at SEMA and Players Classic. And we don't have to tell you that is fine company to keep.

It was a blistering hot weekend, only enhanced by the plumes of tyre smoke bellowing into the atmosphere from the insane drift cars.

Raceism really has become one of the must attend events in the show calendar; the organisers pride themselves on picking the finest cars from across the globe and we've gotta say, we think they've nailed it! See you next year Wroclaw. We can't wait!



OUT THERE

Show Worthy?

The hard and fast rule for being worthy of a spot at Raceism is to be faultless and flawless with fitment and lows. This event doesn't discriminate against make or model, meaning there's quite literally something for everyone. Whether you're into sports cars, retro, modern, Japanese, German or Italian. Perhaps you're interested in a slammed Dodge Viper GTS on a set of Rotiform 15x20-inch ROCs?



Retro Mercs can be picked up for peanuts and make perfect retro projects

His and Hers ▲

Check out this pair of his and her Mercedes Benz E Class W124s. His being a 4-door saloon on a set of Lorinser RSK2s. While her coupe sat on a lovely set of custom AMG Penta Felgens.



It's a Wrap ▶

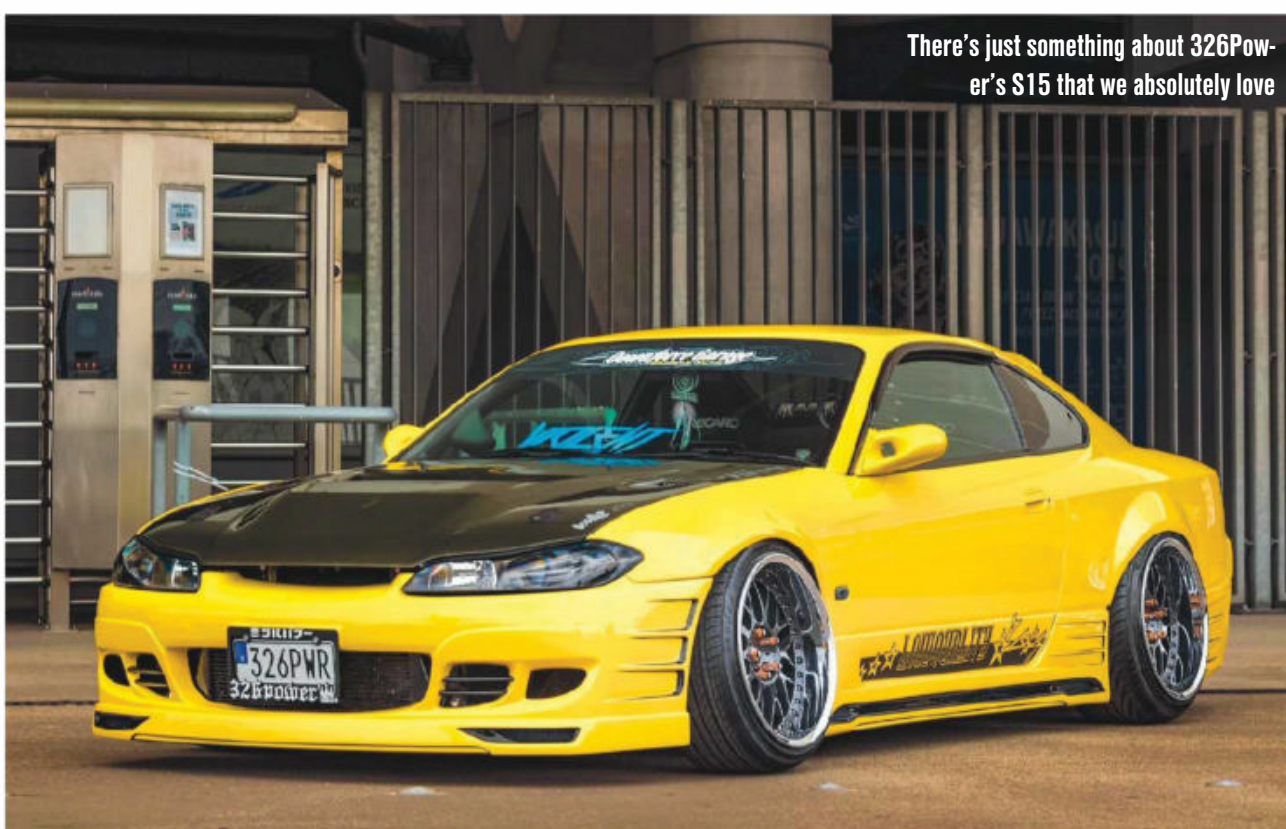
There were a fair few unique vinyl wraps on show. From Porches with old race car liveries, to a BMW 3 Series Touring sporting an interesting Red Bull-inspired wrap.



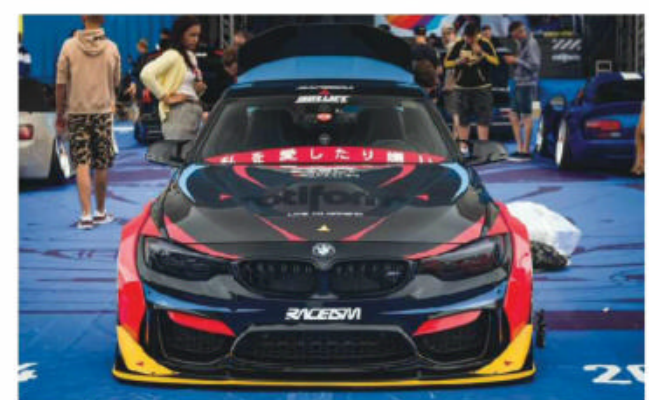
The livery on this Audi TT is smokin'



Max Verstappen (probably) turned up in his BMW Touring. Looks like he's been in the gravel again...



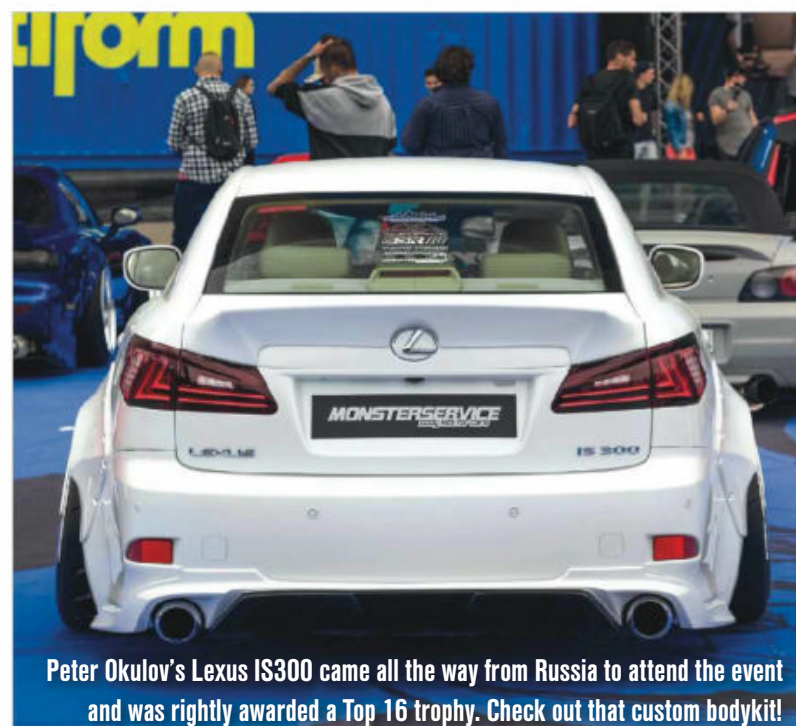
There's just something about 326Power's S15 that we absolutely love



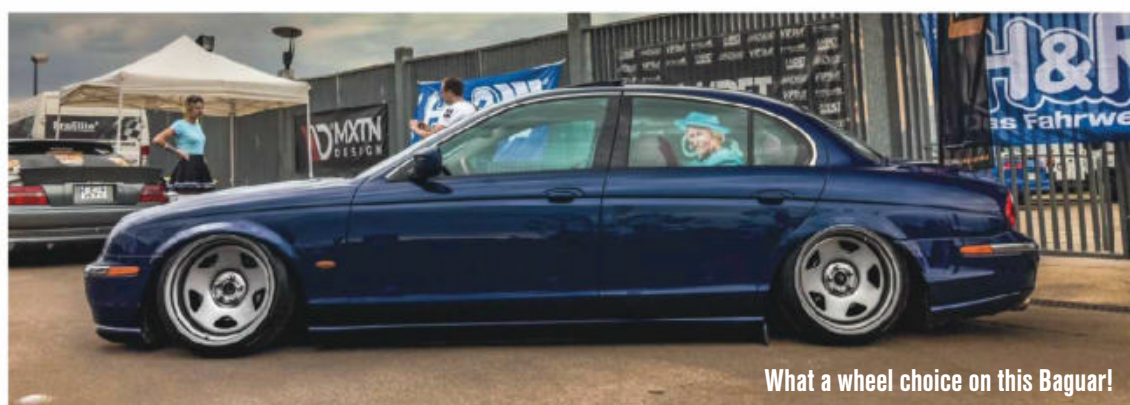
OUT THERE



Nothing to see here, just a couple of RWB 911s



Peter Okulov's Lexus IS300 came all the way from Russia to attend the event and was rightly awarded a Top 16 trophy. Check out that custom bodykit!



What a wheel choice on this Baguar!



Nice one Vladislav

Hot Wheels

Although there were plenty of examples of the more popular makes, it was interesting to see so many unusual and distinguishable makes that wouldn't otherwise be seen. For us, the standout sets included custom built WCI JB1s on a Volvo V60, while RAD48s adorned all sorts of metal including a Porsche 997, MK1 Golf and an Audi R8!

The most insane of all the wheels had to be the self-built 'AceofAce' rims specifically designed by Vladislav Shkurko in a one-off fashion for his incredible Toyota GX71 Mk2. From the air suspension to the camber plates, you can be sure that nothing here was left to chance on Vladislav's creation.



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HOT RIDE



Words Daniel Bevis Photography Chris Presley

HELL ON WHEELS

We were as surprised as you to learn that Lucifer himself drives a VW Bora. But it all makes sense when you look over the spec and drink in the detail – it really is devilishly good...

There's an old Irish drinking toast that we've always particularly liked here at FC. It goes like this: 'May your glass be ever full, may the roof over your head be always strong, and may you be in heaven a full half-hour before the devil knows you're dead.'

It's a sentiment that neatly sums up the spirit of a lot of the cars we feature – and it feels particularly relevant to this Bora, given that it's been built by a fella who goes by the name of Lucifer. Frankly it shouldn't be a shock to learn that the devil's into modded cars... it makes sense, as all the cool stuff is inherently evil isn't it? We're certainly not pinning our hopes on winning wings and a halo someday, and to be honest that sounds like a pretty dull way to spend the rest of eternity anyway.

DEVIL KNOWS

So how did Lucifer end up driving a Bora, rather than riding a sweaty Harley or something like Hollywood would have us believe? Well, in convoluted fashion it actually all started out with a Mk1 Caddy pickup. "That was my first car, a Caddy Sport," says Lucifer, pausing briefly to impale some heretics on a flaming spike. "I lowered it and put subs in it, and kept it for fourteen years – I still regret selling it. And the second car I bought, back when I was twenty, was a big-turbo Escort RS Cosworth Lux – I lowered that on Koni shocks and Spax springs, and that was the turning point: after that, everything I owned had to be modified."

It's a pretty offbeat start to one's motoring adventures, although to be fair you're more likely to be able to insure a Cossie at the age of 20 if you have the ability to eat people's souls and cast their bereft bodies into a pool of lava. And the Bora? It's actually the fourth he's owned:



OWNER PROFILE:

Name: Lucifer
Cameron

Occupation: Tattoo
Artist and shop owner

First car: Mk1 VW
Caddy Sport pickup

Favourite car: Hard
question – but it
definitely will be the
Bora next year

**Favourite mod on
your car:** P1 seats

Favourite show:
Players Classic

**Track day or show-
and-shine?** Track day

**Lessons learned
from this project:**
Just go all-out the
first time

What's next? V8,
rear-wheel-drive, and
lots more!



Schmidt hot wheel choice



"I have an extensive history of destroying cars," Lucifer cackles, causing us to tacitly shift along the sofa a bit as he inadvertently ignites it with his mighty trident of fire. "I bought it from my best mate in 2012 in a standard state, and straight away got to slamming it on coilovers."

We love the idea of the embodiment of evil incarnate having a mate who wants to sell him a used VW. Don't remember reading about that in the New Testament.

"I never expected to go to town on it," Lucifer continues, his imposing timbre somewhat muting the relentless screams of the damned. "I was simply enjoying the car, and one mod led to another... over the years I got carried away! I decided to have it repainted, so I went all-out doing bodywork changes." All of the work you see here was carried out by Lucifer's own hands, everything taking place on his driveway (and it may take a certain stretch of the imagination to picture what the devil's driveway might look like, but we like to think it features potted begonias and perhaps a jolly garden gnome or two). What's happened here, in addition to the arches which have been cartoonishly teased out into retro bubble-arch affairs, is a hellstorm of smoothing. A lot of this might have been immediately obvious to you at first glance – the smoothed bootlid and rear bumper, for example, or the slick removal of all the door trims – but the closer you look, the more intriguing and subtle details you unearth. The dark one really has put an incredible amount of time and effort into this. Look at the door handles – the upper portions of the recessed cups behind them have been plated over and smoothed, just



The devil's in the detail

“All of the work you see here was carried out by Lucifer’s own hands, everything taking place on his driveway”

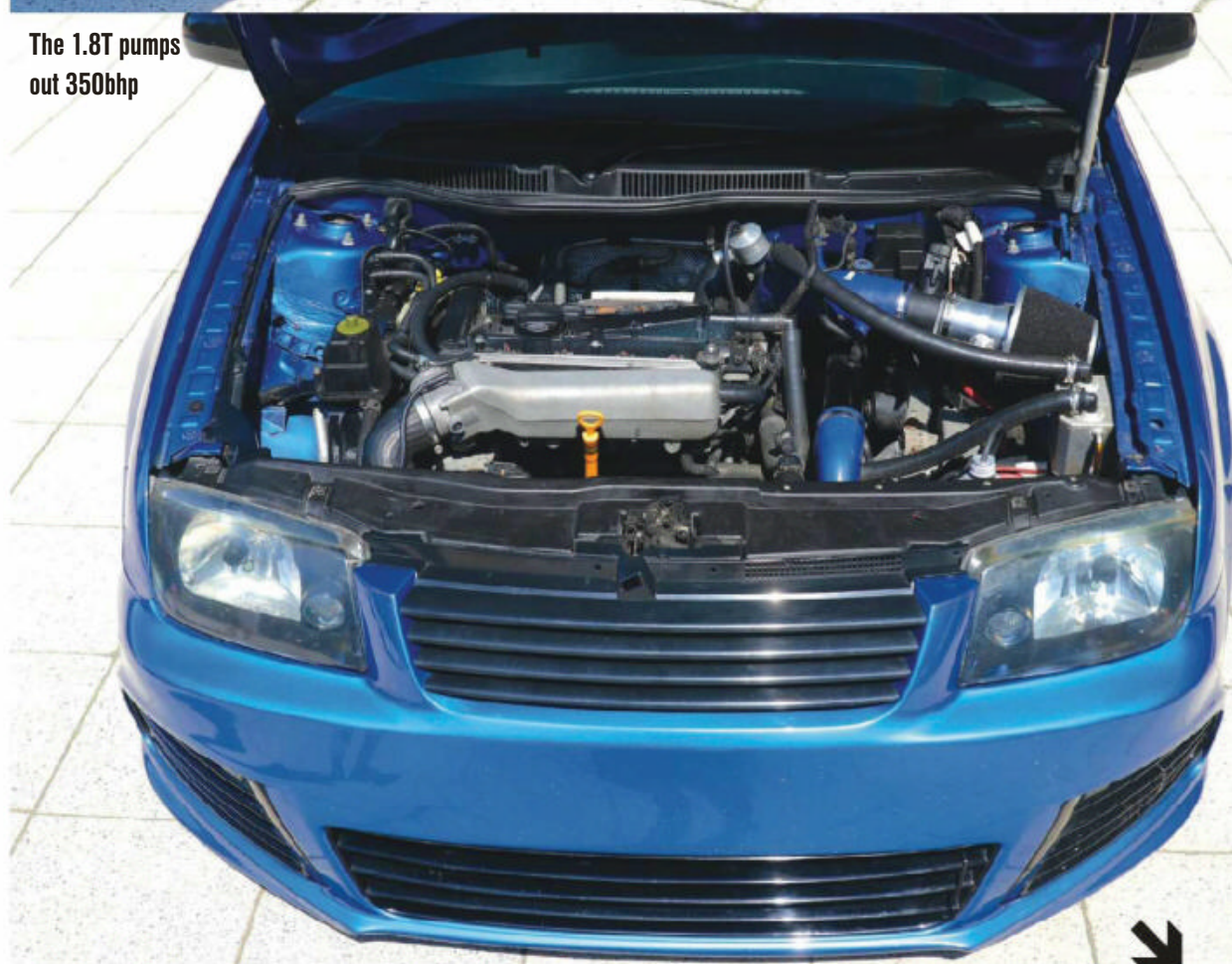


because Lucifer can. The roof aerial and side repeaters are gone, the bonnet’s been artfully extended by an inch for that malevolently evil glower, and the front bumper is a custom home-brewed fusion of the stock Bora item grafted with a Mk6 Golf R20 unit. The amount of effort places it squarely in the sweet spot of today’s water-cooled VW scene, where originality is king and the devil’s in the detail, and yet there’s a strong vibe of retro US hot-rodding at play here too.

IN THE HOT SEAT

Speaking of the devil being in the detail, the way to really kill the VeeDub game is to add a few supercar accoutrements; this has been the case for a fair few years now, which is why so many Dubbers have graduated from the ubiquitous Bentley rims to trying out Ferrari wheels and Lamborghini brakes and whatnot, but what Lucifer’s done here really is something else. With the ultimate power of being the antichrist, you get to pull a few unexpected strings, and somewhat gobsmackingly Lucifer’s Bora is now rocking the seats and the brakes from a McLaren P1. This is a world-first, and we’re itching to know just where he got the seats from in particular,

The 1.8T pumps out 350bhp





although we're reticent to probe in case the answer is 'I liberated them from a sinner whose soul I'd harvested'. The brakes are an easier shout though; they're actually AP calipers, identical in spec to the McLaren P1's rear units and wearing the appropriate logos. The discs are BM Racing 365mm two-piece jobs, again identical to P1 spec. Safe to say this thing's pretty handy at hauling itself up, and that's a good job as Lucifer's staring down the barrel of 350bhp, which is a particularly naughty number. That 20-valve 1.8T has been treated to a plethora of upgrades, from a big turbo and Airtec intercooler to Pipercross induction and a full custom 3-inch exhaust system. The numbers are outstanding, but what's particularly arresting about this motor is how surreally it sits in the bay: Lucifer's deleted everything non-essential (along with a few bits that most mortals would actually consider to be quite useful) in order to tidy everything up. It's not a fully smoothed bay, but rather an ultra-minimalist interpretation of the stock setup – and anyway, if the engine suggests that it might like to have its header tank or vacuum pipes or anything reinstated, Lucifer can just threaten it with eternal damnation and it'll get back to doing what he commands without complaint. Nothing causes Satan any grief, it's not worth it. "The only hurdle I've hit with this car is going through three different air-ride management systems before putting it on the road," he says, an unkindness of ravens crucifying itself just out of eyeshot. "Other than that it's been an easy ride." As well you'd expect. Corralling and apportioning the sum total of all the world's malice does carry its perks.

"I'm currently using the Bora as a daily-driver, as I blew up my previous daily – yet another Dub I've killed," Lucifer goes on, with a grin that turns our spines to pulp. As he turns away to skin an apostate and feed their bowels to a chimera, we sneak out, scurrying back to the surface and away from the swirling, boiling winds of evil. Perhaps we can spend another half-hour up here before the devil realises we're still alive. ■

TECH SPEC: VW BORA

STYLING:

Fully smoothed – inc. smoothed rear bumper, smoothed roof aerial, rear arches rolled out to bubble arches, all doors trims removed and holes smoothed, tops of door handle cups deleted, side repeaters deleted, bonnet extended 1-inch, custom front bumper using Mk6 Golf R20 bumper integrated into original Bora unit, bootlid smoothed

TUNING:

1.8T 20v, big turbo, raised engine mounts, Pipercross air filter, 4-bar fuel system, 3-inch custom exhaust system, Airtec intercooler and pipework, header tank and washer bottle deleted, battery relocated to boot, custom silicone hoses, vacuum pipes deleted, SAI deleted, Forge turbo inlet pipe, 6-speed manual
Power: 350bhp

CHASSIS:

8.5x18-inch (front) and 9.5x18-inch (rear) 3-piece Schmidt TH Line wheels – with custom painted baskets, stainless Radinox dishes and SRR Hardware black spike bolts, wheel stud hub conversion, 20mm spacers, 215/35 (f) and 225/35 (r) Nankang tyres, McLaren P1 calipers all round, 365mm 2-piece P1 rear discs mounted at front, Air Lift Performance suspension with 3P management, TT lower arms, polybushed, quick steering rack, Whiteline anti-roll bar, chassis notched for driveshaft clearance

INTERIOR:

McLaren P1 carbon fibre seats, headlining and pillars trimmed in charcoal black Alcantara to match, Neuspeed boost and oil gauges mounted on steering column, MOMO 300mm steering wheel

THANKS:

"Thank you to all my mates who have lent man-hours helping get her bolted up and on the road for this show season, because otherwise she'd probably still be sat on axle stands!"



Smoking hell

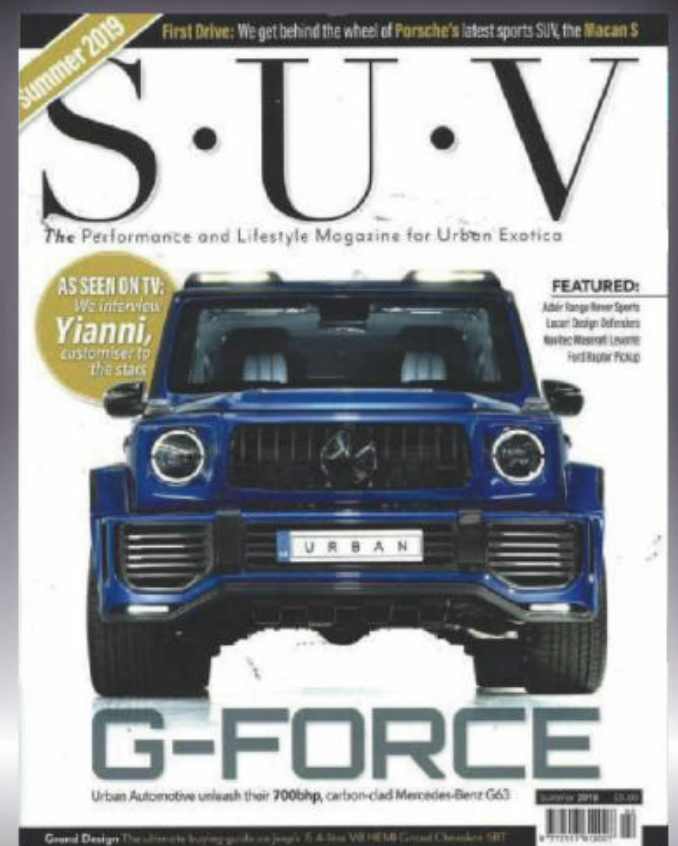
EVIL DEAD 2

If you think Lucifer's Bora is badass now, just wait till you hear what viciously malevolent things he has planned for it in the near future. All of the fastidious craft that's gone into its creation will be carefully unpicked and the car wholly reinvented. "I'm taking it off the road for the winter, and it will undergo an engine bay smoothing and full custom rollcage," he explains. "I'm deleting the rear seats, carrying out a V8 engine swap, and converting it to rear-wheel-drive. Hopefully that will upset the Dub community..."



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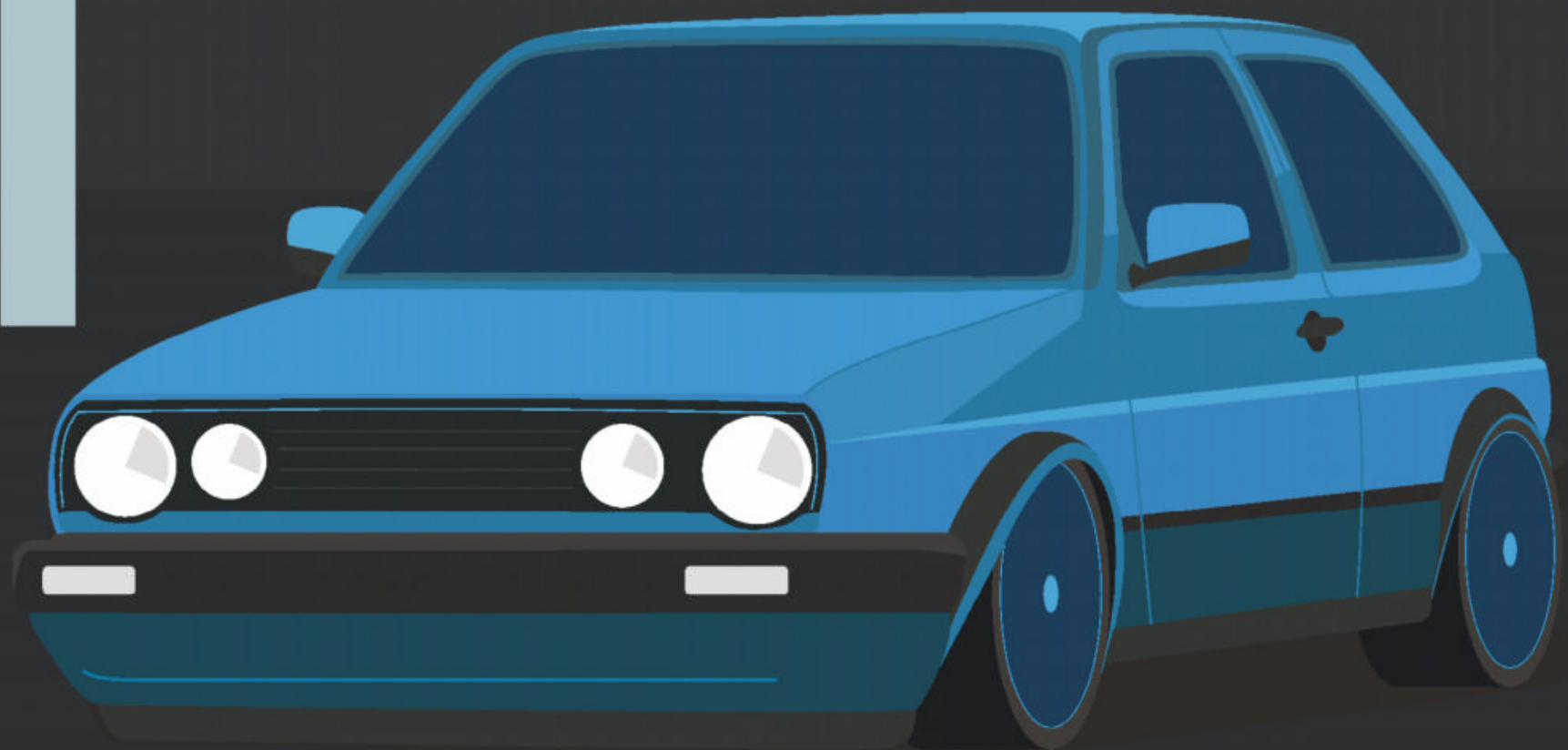
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FAST PROJECTS



FAST PROJECTS



SLIM JULES' SUZUKI ALTO **P082**

Jules is 2-1 up in the Ed to Ed series and it's all to play for as the boys head to TRAX Silverstone for the final challenge...

START NEVER FINISHED

8 MAIN MODS: BC COILOVERS • NANKANG AR-1 TYRES • ROTA RB ALLOYS • TYRE STICKERS • CUSTOM FRONT ARCHES





MIDGE'S DAIHATSU SIRION **P083**

Midge spent about a week modifying his Sirion last month and he still got his arse kicked. What will his philosophy be this time?

START NEVER FINISHED

MAIN MODS: BC COILOVERS • NANKANG AR-1 TYRES • ROLL CAGE • POLYCARBONATE WINDOWS • COBRA BUCKET SEAT





GLENDAS AUDI RS4 **P084**

No, we can't believe it either! Glenda is alive and so is his RS4! He must have a mountain of mods to report back on...

START NEVER FINISHED

MAIN MODS: MILLTEK EXHAUST • KW COILOVERS • KENWOOD HEADUNIT • FULL AUDI SERVICE HISTORY



MISSING IN ACTION



ZERO EV TESLA-POWERED R32 DRIFTER **MIA**

Has the EV Skyline finally run out of battery? Nope, they've just been busy moving into their posh new unit.

START NEVER FINISHED

8 MAIN MODS: TESLA ELECTRIC MOTOR • PB COILOVERS • JAFFA CAKES • BT 1 INCH WHEELS • HEADUNIT





MIDGE'S AUDI TT **MIA**

Midge has been far too busy modifying his Sirion in an attempt to beat Jules to even think about his TT, but did it pay off?

START NEVER FINISHED

MAIN MODS: 2 INCH WIDE BARS • WOSSEN WHEELS • COBRA SEAT • RETHAM • DETROIT STEEL WHEELS • ICE INSTALL





SLIM JULES' BMW E91 **MIA**

Jules hasn't been busy modifying his Alto, in fact it was quite the opposite. Unfortunately the E91 suffered the same fate.

START NEVER FINISHED

8 MAIN MODS: BC COILOVERS • 3SDM 0.04 WHEELS • HYDRO-DIPPED INTERIOR • TINTS • CARBON M SPORT WHEEL





MIDGE'S BEETLE 1.8T **MIA**

Midge has been spending all his spare time on his Sirion, which has left none to modify his Beetle.

START NEVER FINISHED

MAIN MODS: K&N INDUCTION KIT • COBRA RECLINERS • SMOOTHED FRONT BUMPER • AIR LIFT • RUSTY PAINT



FAST PROJECTS

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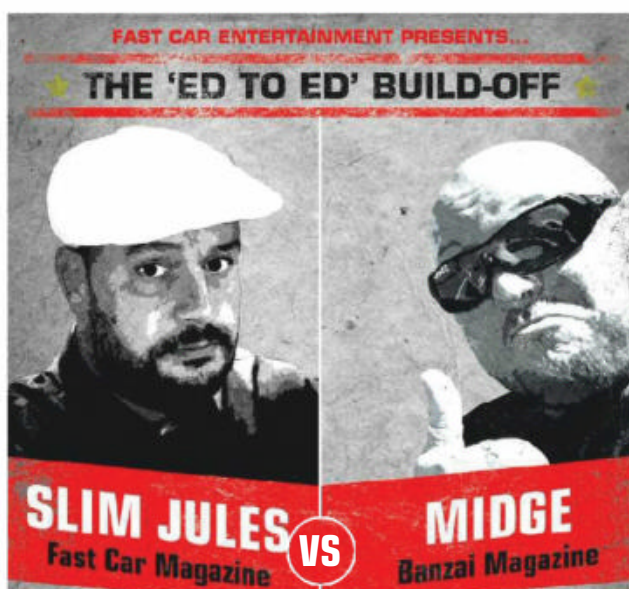
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THE NEXT CHAPTER...

So, as it stands, the Fast Car are 2-1 up... but it's all to play for at TRAX Silverstone as the final challenge looms...



Challenge Four @ TRAX Silverstone

So, after six months, loads of miles and even more smiles, it all comes down to the last challenge that will be held live at TRAX Silverstone on the 6th of October. But what is it I hear you cry? Well, this one is down to you as both cars are going head-to-head in the ultimate beauty contest: A Show and Shine battle. Head over to the Adrian Flux stand to cast your vote, as long as it's a vote for our very own Slim Jules and team Fast Car! Even if you prefer Midge's build, don't vote for him because that's a vote for Banzai!

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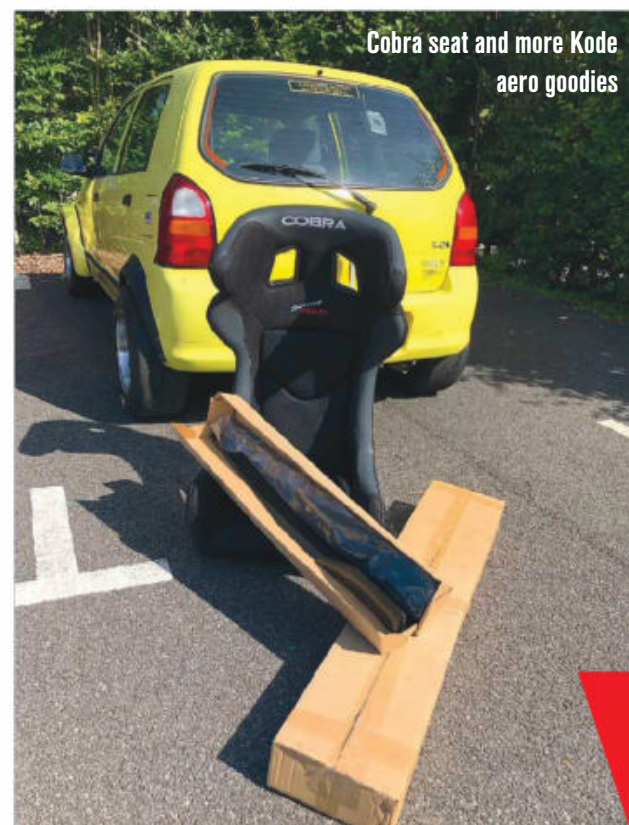
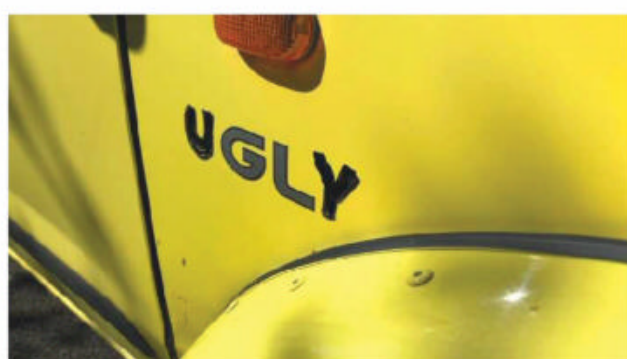
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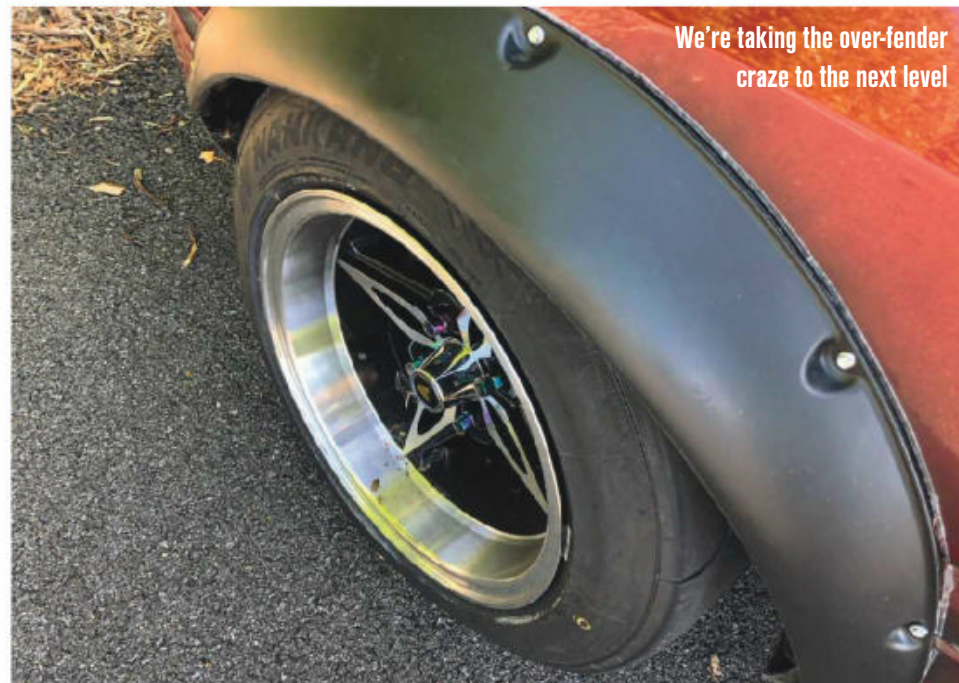
Cobra seat and more Kode aero goodies

JULES' SUZUKI ALTO

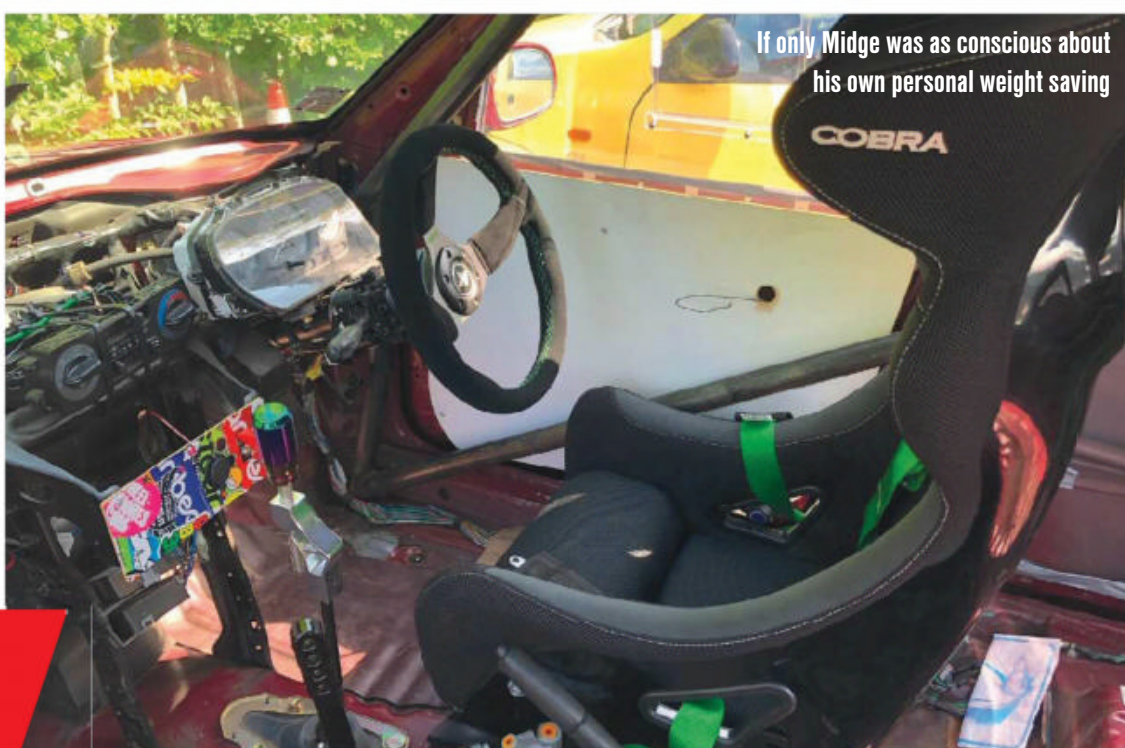
Last month I well and truly proved that there's no substitute for talent as the Alto and myself kicked Midge's arse. But what did I do to get my car race ready for the handling challenges? Well, to be blatantly honest, hardly anything! I wanted to fit the Cobra bucket seat, but I needed custom subframes. However, I did bolt on some rear arches to help with tyre clearance and I also managed to get a set of Direnza springs on the rear to stiffen up the suspension. Oh, and I also fitted a Kode steering wheel and slotted a new JVC headunit in. But what really gave me the edge were the tyre stickers; I reckon they were worth at least one second a lap, well, they would have been if they stayed on for

longer than a few minutes! I really should have read the instructions first.

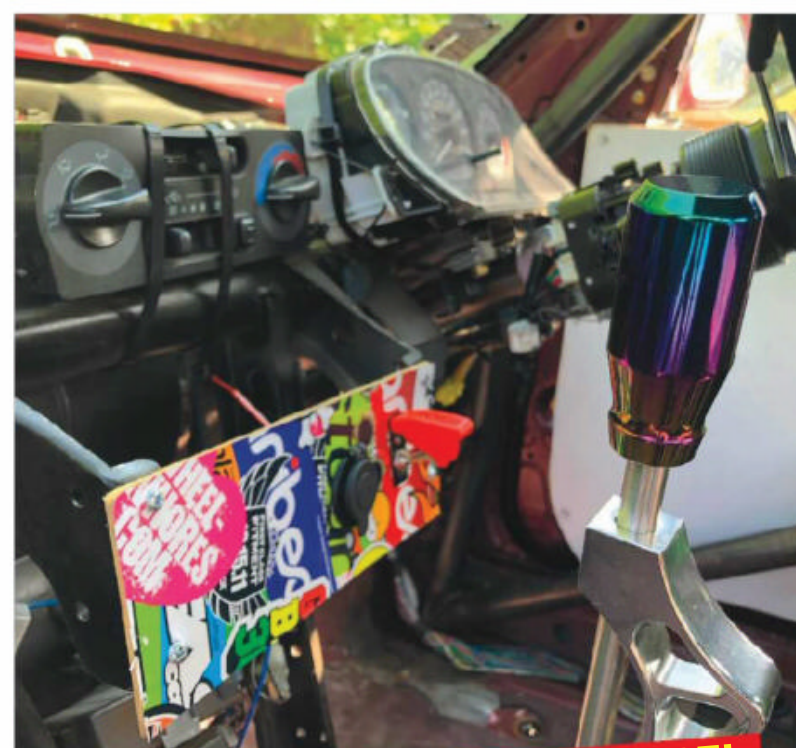
But that's enough about the past. It's all about the future now, as I need to get the car ready for the Show and Shine battle. This means replacing the temporary rear arches, having some custom side skirts made. Getting the bucket seat in and fitting a few more goodies from Kode! But the pièce de résistance will be a full body wrap. I've just got to sort all of the above before I can drop it off at a 3M Approved dealer. This time next month and we'll know who will be crowned Ed to Ed build off champion. Let's just hope it's me because I have a nasty forfeit lined up for the little one (evil laugh)!



We're taking the over-fender
craze to the next level



If only Midge was as conscious about
his own personal weight saving



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MIDGE'S DAIHATSU SIRION

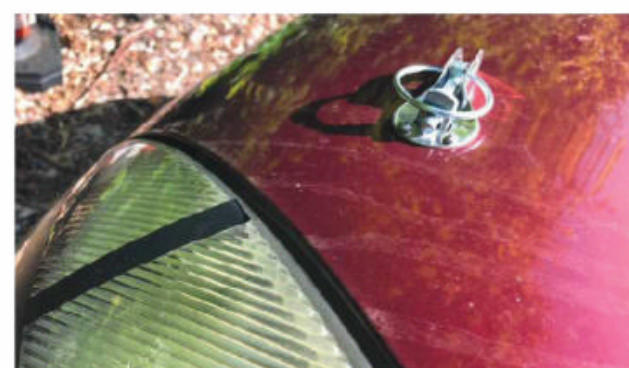
Yes, Jules kicked my arse but I'm totally fine with that because I didn't spend almost a bloody week getting it ready. Hang on a minute, that's exactly what happened. While Jules was sitting on his arse, there was me sweating my nuts off pulling yet more weight out of the Sirion. I even took the windows out, made cardboard templates and sent them off so a set of custom, weight-saving Perspex units could be made up. While that was happening, I had a full roll cage welded in and then set about fitting the BC coilovers, and bolting on the over fenders. Oh, and I also ordered up a Cobra bucket, which too needed a custom subframe. However, I didn't give up like Jules and used the original one to make it

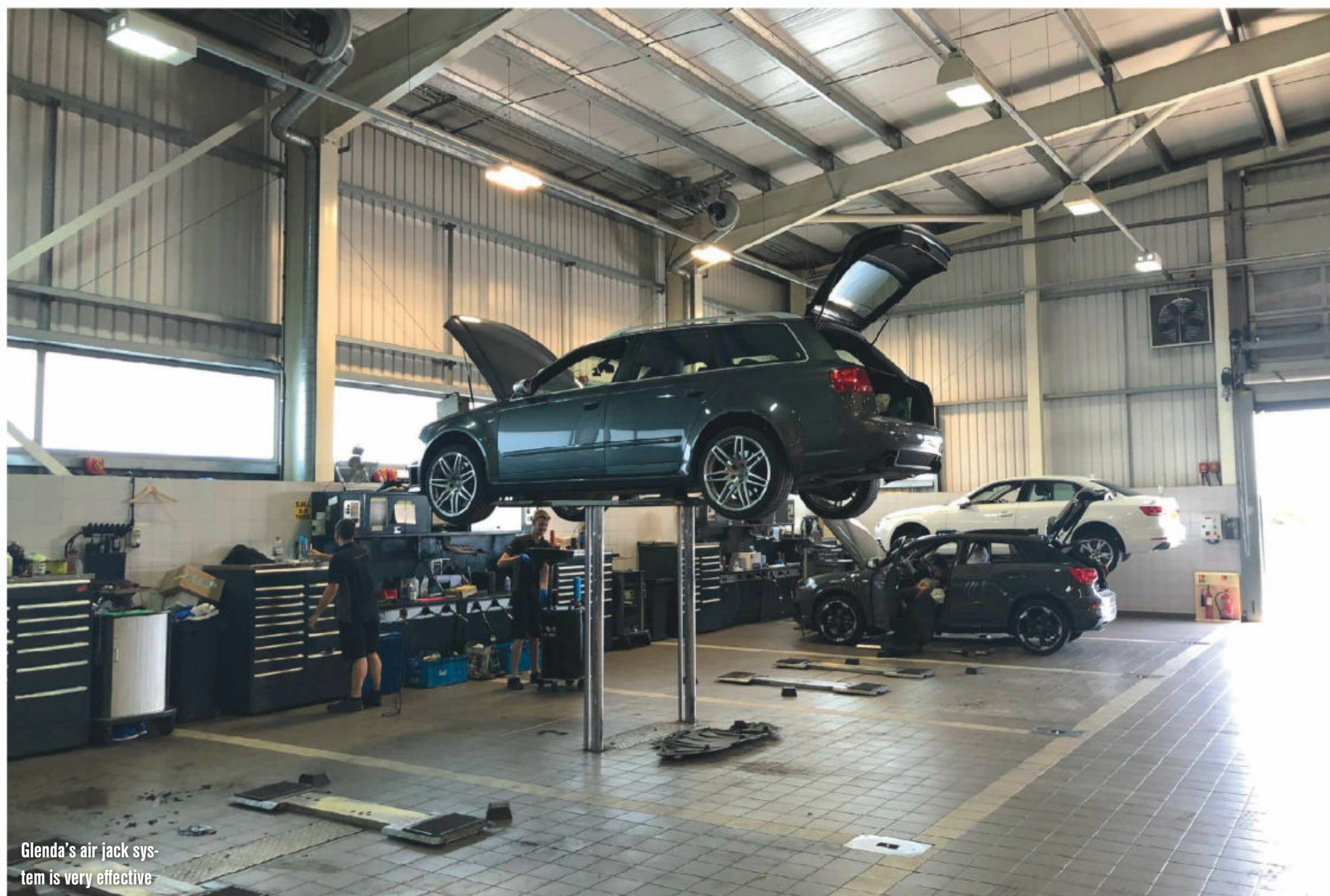
fit. So yeah, I was a busy boy! And I'd like to say all that hard work paid off, but it clearly didn't as my chubby colleague won both challenges giving him a 2-1 lead. I guess it goes to show how important a good base car is (don't you mean talent behind the wheel? – Jules)!

Anyway, I need to avoid defeat in the last challenge to level the series and force a joint forfeit! Unlike Jules' to-do list, mine is fairly minimalistic this month. I'll either be giving the car to 3M or completing a ghetto-style paint job myself. I'm hoping Jules' philosophy of less is more will work in my favour this time as I really can't face losing and putting up with his grinning face for another month!



It's properly rare...





Glenda's air jack system is very effective

GLENDAS AUDI RS4 AVANT

A visit to Bath Audi for the year's annual service, MoT and health check-up...



First off apologies for going MIA, again. No, the car isn't dead and no I am not dead either. I've just been a busy boy and unfortunately mods for the RS4 have been a long way down my to do list, sometimes being a grown up with responsibilities sucks. I still drive the Avant, lots in fact, as it's my daily, but I've just not had the chance to do much. Anyway, that's about to change. The RS4 is booked in for some bodywork and I've finally found the wheels I want, there's just one slight drawback, they are not going to be available until mid 2020. However, I will be one of the first people in the world to get a set. I need to sort out something else in the meantime, just what, that's the question.

But, before all that there's the small matter of the annual MoT, service and health check at Bath Audi. As I've said previously,

I'm not usually one for using main dealers for servicing, as it can be a tad pricey, however the RS4 came with full Audi service history and I'd be fool not to maintain this. Full Audi service history is everything when it comes to selling RS models, so it pretty much pays for itself in the long run.

This year the RS4 was due a major service, so that involved an engine oil change (about 10 litres of the stuff), a new air filter, spark plugs and quite a few other bits and an MoT. Last year the car sailed through, however this year it wasn't such good news as I got sent a video email via the dealerships 'Audi Cam' to show me my car had failed the MoT due to a split CV boot and also had quite a few advisories. There was also the very bad news that the pads and discs will soon need replacing, which is about £2.5ks worth of

parts on their own. Ouch!

So, I opted to just get the CV boot sorted for now, however they didn't have the part in stock. So, it was a case of drive the car home and come back the following day and wait for the work to be done, or get the train followed by a cab home. However, as I live about 15 miles away from the dealership, they threw me the keys to a brand new Audi A5 Coupe TFSI S Line and said to bring it back tomorrow at your convenience and your car will be ready. How's that for service!?

And, as promised, the following day I got the call to say the RS4 was MoT'd and ready for collection. So, thanks to Paul Maskell and Ashley Miles at Bath Audi for looking after the RS4 so well. As for now it's time to get the credit card ready and order some new parts. Until next month, toodle-pip.

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Glenda pretending he can read



Audi Cam

Your video inspection



What we found

Requires urgent attention

Visual Check of Brake Pads - Front
60%PD Front Brake Pads + Discs Req 2mm min 3mm (act) actual, leave pad very close to wear indicator.

£1,275.00 INC. VAT

No thanks Add to basket

Other
Next inner cv boot split MOT FAIL.

£301.52 INC. VAT

No thanks Add to basket

Other
Nail in NSR tyre, advise this is likely to be linked to light on dash, and will need tyre replaced before confirming

£0.00 INC. VAT

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Bath Audi have a very cool vacuum



Needs air and Rotiforms



Too cool for skool

THIS MONTH

NSF CV boot.....	£30
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Spark plugs.....	£101
Air filter.....	£26
MoT	£50

Total: £332

CONTACTS

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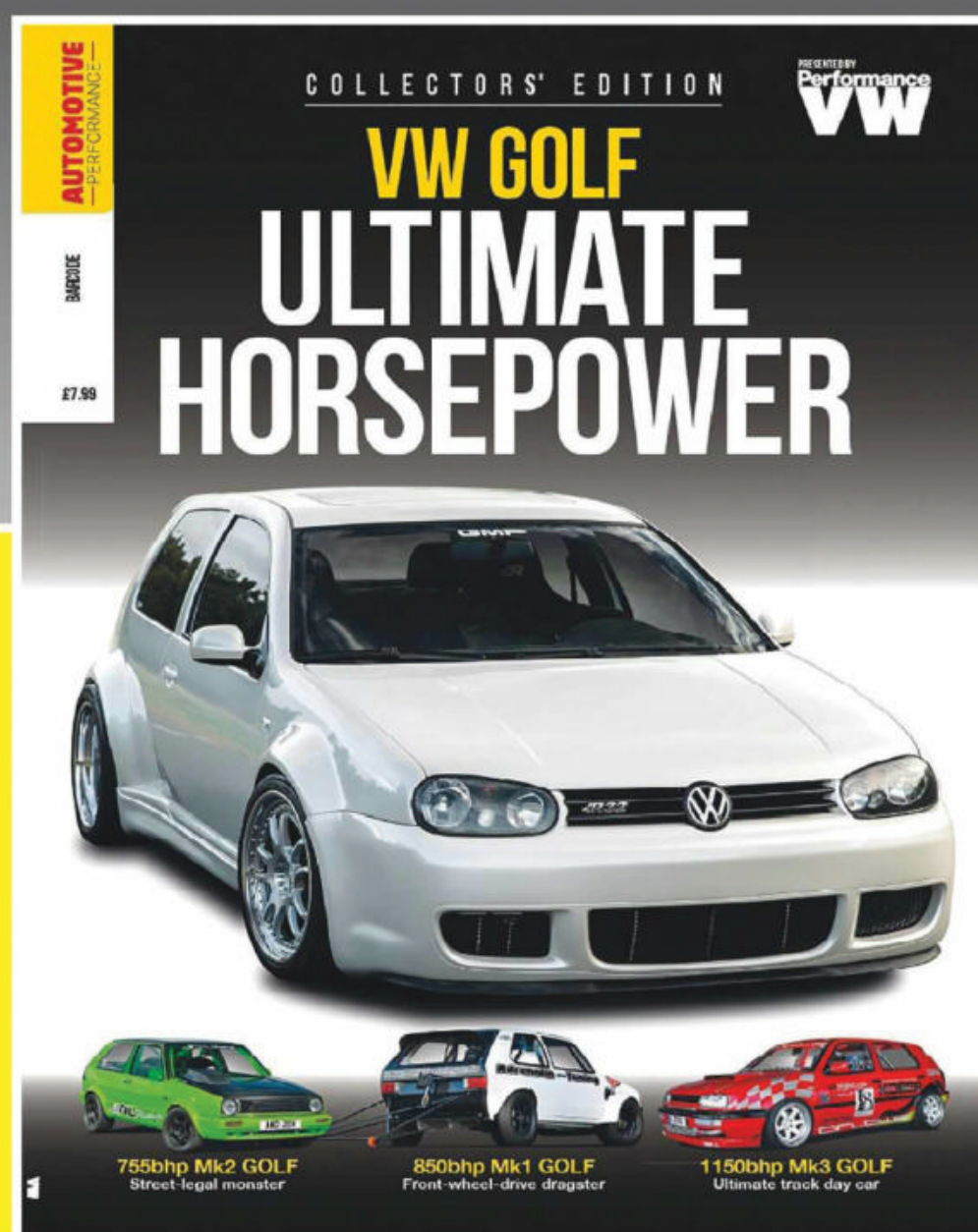
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WILD CARD



Time Machine

Phil Randall's built a lot of cool cars over the years, taking his time to make each one perfect. But when his father fell ill, time became the most important factor...

Words: Dan Bevis Photography: Jules Truss



Forward planning and long-term strategising are the key to success in a well-played game of chess. Well, that's what we're told, anyway. We have no idea how to play chess, that's probably a bad example. Risk, then. If you want to win at Risk, you need to throw a cursory showing of armies into Kamchatka and Irkutsk and build up an unassuming power base. Or Australasia – control that, it's pretty much impenetrable.

That said, life loves to throw curveballs at us, and the luxury of long-term planning isn't always available. Sometimes unexpected things happen and we're forced to rush. "In this world nothing can be said to be certain," said Benjamin Franklin, "except death and taxes". That's what's known as an immutable constant. But his scope

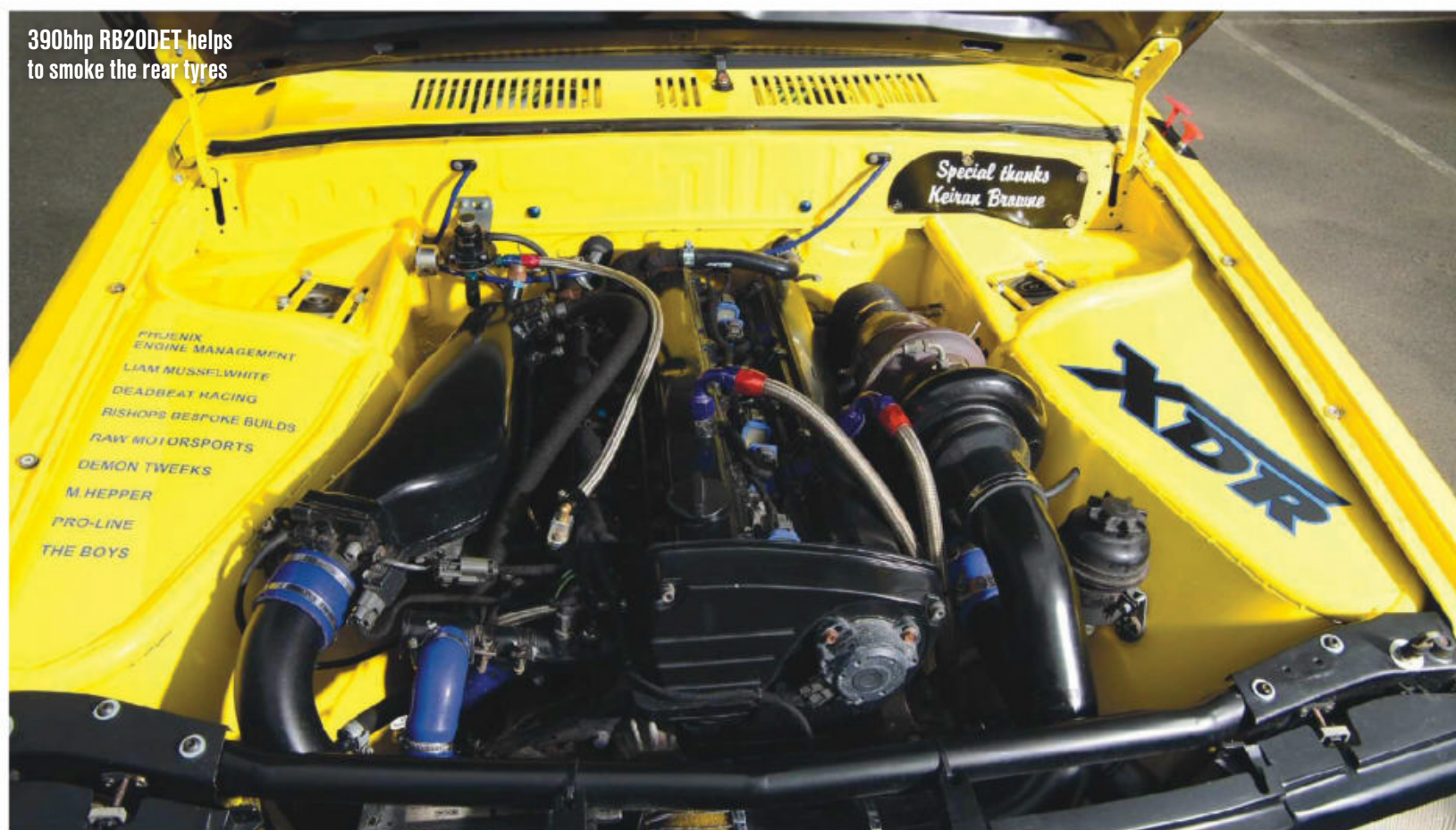
perhaps isn't really broad enough; the universe is packed with such generalisations, harnessing received wisdom to propagate the myths of pseudo-truism. Dropped toast always lands butter-side-down, cats always land on their feet, decrepit billionaires always have hot young wives with plastic embellishments... whichever way you slice it though, life comes at you fast, some things can't be changed, and you don't always get to plan for things in advance.

When fate came knocking on Phil Randall's door, however, he had both feet on the ground. An expert in the field of expecting the unexpected, he's been building cool cars. "I've been building modified cars since I was sixteen; my first car was a Peugeot 205 XS which I converted to Mi16 power," he explains. "It was pushing



WILD CARD

390bhp RB20DET helps
to smoke the rear tyres



220bhp; in fact, that was a Fast Car feature car back in the day, and quite well known on the show scene. Nowadays I'm the owner of XDR Motors – it all started on the driveway at home, and now I have a company where I specialise in drift and track cars, but also do all other work such as repairs, MOTs and servicing."

Dabbling with racy machines all day, it's inevitable that Phil's own projects would be pretty tasty, and his personal CV following the 205 includes a drift-spec RX-7, a DC5 Integra, a full custom supercharged Honda Accord Type R, and... this Mazda B2500 pickup truck. Yep, bit of a random addition to the line-up, isn't it?

"I've just always wanted to build one," he shrugs. "It came up as a swap on my Accord, and I guess it was the kid in me who'd always wanted a truck, I just said yes! It came as a stock nat-asp derv with a block lowering kit, that was it – but it was tidy enough. And I had an RB20DET motor in stock, so..."

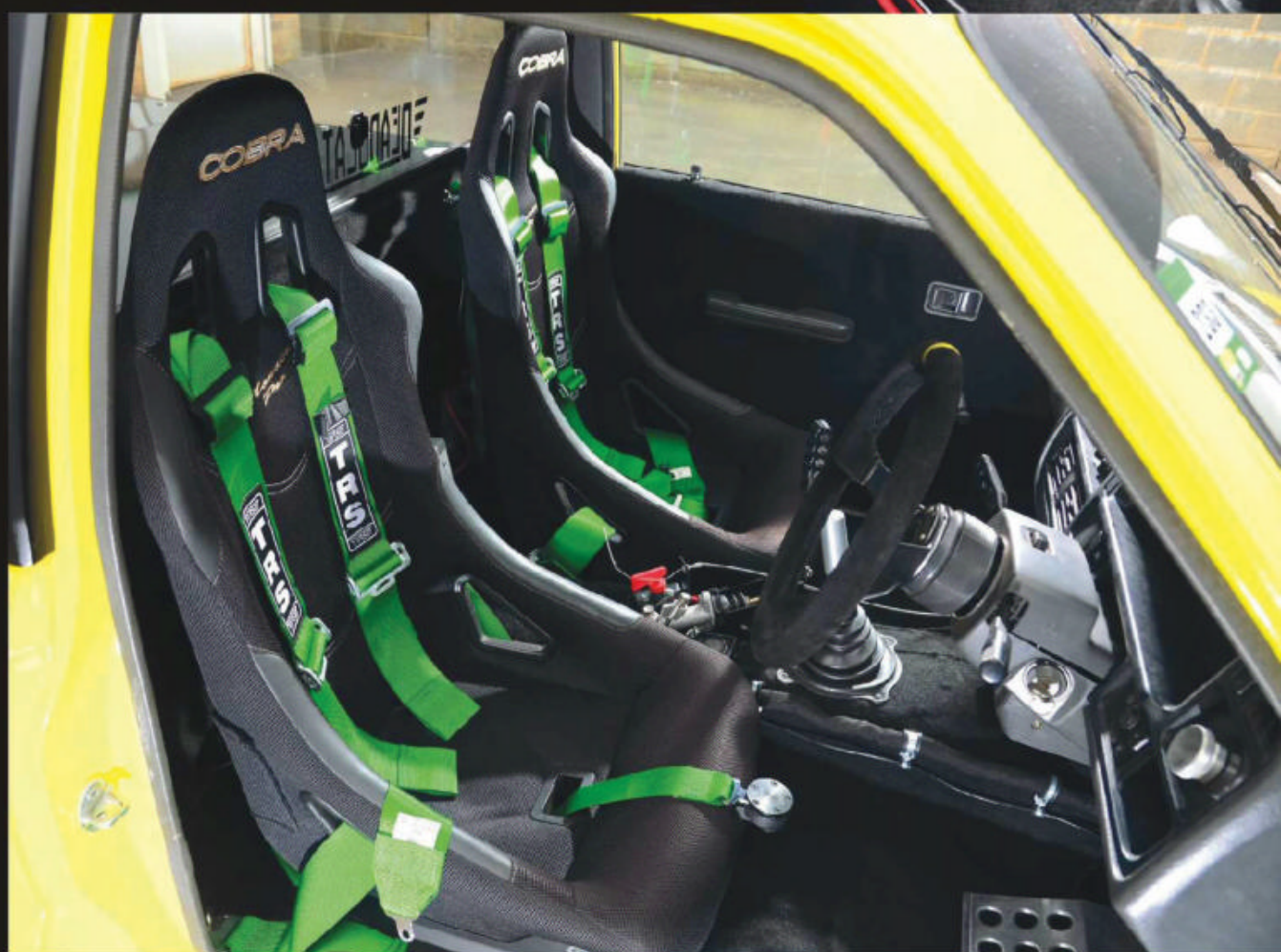
Yes, you can see where this was going – and it's fair to say the B2500's changed quite a bit since that fateful day. It's interesting, the perennial enthusiasm for pickup trucks is often something that taps into a very special combination of automotive fancies: restoration, modification, unexpected horsepower, the cultural phenomenon of stance, and a fastidious attention to detail that borders on the obsessive. Much of this is fed by the factors of rarity and unusualness – utility vehicles are, by their very nature, quite tricky to find in straight and solid nick after years or even decades of hardcore commercial use; the function of their being means that they get used hard until they break. Pickups that you see in use today are invariably either knackered or pristine, with the latter group having had countless hours of work and untold quantities of love poured into their rejuvenation. There's no middle ground. And if Phil wanted to shove a turbocharged Nissan straight-six into this unsuspecting Mazda, well, we're all for that sort of measured mayhem.

"The first move was literally just to fit the RB20 into the Mazda on the stock setup and gearbox, and see what would happen," he grins. "Basically, it was great fun in a straight line – bearing in mind that it was on a leaf spring rear and torsion bar front. We did some drift displays for Castle Combe in it last year, and quickly realised it needed some work! And so a plan came about."

Said plan involved building the truck up in full over the course of this year, and so it sat for a while awaiting its turn. However, this was the time when fate decided to roll her cruel dice and shatter Phil's world to smithereens.

"A week before Christmas, my dad was diagnosed with three brain tumours," he tells us. "He was given

Phil's pickup will be on the Fast Car stand at TRAX on the 6/10/19





3-to-6 months. One thing I'd never done was to take my dad around a track; he'd been and watched me compete in the BDC and other events, but never sat by my side. So I knew what I wanted to do with this truck. It had to get done so I could take my dad out in it."

And thus the heat was unexpectedly on. Naturally this couldn't be a case of simply throwing the truck together into usable form, as that was never the point and that isn't Phil's style; no, this would be finished in the correct way and to the proper specs as originally envisaged – it just had to somehow be done really fast.

"At this point, we had already started to cut the truck about to start fitting BMW running gear to the back," he says. "After a chat with my team, and with time being of the essence, we all decided that the truck was to take priority over all the sponsor cars and other cars I look after. And so began the 200-hour job of taking a near-stock truck and turning it into what we have now. We worked from 6pm to 2am, night after night."

The scale of the endeavour really is incredible; the Mazda was stripped right back to a bare chassis, with all the original suspension components removed, mounting brackets, housings, brakes, the lot. Then the team fitted the complete front and rear subframes from a BMW E36 Compact, with an eye-watering amount of custom fabrication to get everything located and able to mate BMW to Mazda to Nissan. It's a real Frankentruck, this one. All of the original mounting points and bolts from the BMW were meshed into the pickup to ensure that future repairs and upgrades would be as simple as possible, and once the frame and suspension were sorted

Phil straps in his dad



Picture: M.Hepper Photography



Rear-mounted radiator is trick

OWNER BOXOUT:

Name: Phil Randall

Occupation: Owner of XDR Motors

First car: 205 XS Mi16 (Fast Car feature car)

Favourite car: FD RX-7

Favourite show: Anything drifting and/or track-based, and Retro Drift Championship
Track day or show-and-shine? Track day

Lessons learned from this project: That true friends are there when you need them – no matter how poor the situation may be

What's next? We have a comp RX-8 build that's a bit different to normal, along with an E36 1UZ, and Liam's S13 to become Team XDR's drift squad for RDC 2020. Also a GT86 with 1UZ conversion completed, just ironing out some gremlins... and just enjoying life as much as we can in the car world we have right now

WILD CARD

it was all taken to Trig Bishop at Bishop's Bespoke Builds to fabricate a tubular front end with custom adjustable suspension top mounts. The brakes are E36 units working with custom braided lines and an OBP pedal box, while custom brackets aid the relationship between BMW steering rack and Mazda shaft. It really is fiendishly clever.

"Then it was back to the shop for a complete stripdown, and off to Elite Panelcraft to be painted by Liam Musselwhite," Phil continues. "With its fresh new Sunburst Yellow laid down, it was then time for the frantic reassembly, with the build-up finished the day before Spring Action Day at Castle Combe. That's where we unveiled the finished truck, alongside our S13 for the 2019 Retro Drift Championship. And with that show out of the way, we then returned to Combe the following Wednesday. The entire team and family came. And I finally took my dad out on track – for what was the first and sadly the last time."

The tightened deadline, the endless late nights, the blood, sweat and tears, it all swelled to a glorious crescendo on that day. They'd made it. Phil and his dad, side by side, out on track at last.

"We were spotted at Spring Action Day by the Retro Rides crew, and invited to Goodwood with them, with dad taking a turn," Phil continues. "He told me to go to Goodwood and do the show. And sadly he passed on that Saturday. I need to give Goodwood and Retro Rides a massive shout-out; when the news spread around the paddock, they quickly came and offered their condolences, and squeezed me in to an already hectic Sunday track schedule to let me honour my dad on the Sunday. And I cannot thank them enough for that. So the truck now sits shining ready for shows or displays where required, in honour of dad. One XDR car that will never leave me."

Forward planning, you see, only gets you so far. When life kicks sand in your eyes, it's friends and family pulling together that makes great stuff happen. This truck build was more important than money, more important than Insta-likes – this was about one man's tribute to his father. And that's what it shall forever remain. ■



TECH SPEC: MAZDA B2500

STYLING:

Sunburst Yellow paint, body prepped and painted by Liam Musselwhite, XDR Motors livery

TUNING:

RB20DET 2.0-litre straight-six turbo, ACL internals, Cosworth head gasket, head drain kit, Plazmaman front-face inlet manifold, 550cc Bosch injectors, HY35 turbo with welded internal wastegate, 55mm Tial external wastegate with screamer pipe, Spec tubular manifold, water pump removed and thermostat modified, rear-mount radiator setup with full Davies Craig water management system inc. control ECU and fan set, custom front-to-rear radiator pipe setup, XDR custom radiator mount, XDR custom front-mount intercooler and pipework, full custom wiring harness with standalone electrics for ECU, water system, boost control and management with custom fusebox (all by Phoenix Engine Management), PMC Motorsport gearbox adaptor with custom flywheel, 6-paddle clutch and race pressure plate, E36 M3 gearbox, E36 2.8 rear diff, custom propshaft designed by XDR and built by Firow Propshafts, A'PEXi Power FC – mapped by Richard Bell, custom intake system and exhaust system by XDR, Cooling Mist meth kit

Power: 390bhp

CHASSIS:

BMW E39 wheels – painted black, custom-fitted E36 Compact front and rear subframes, wideboy Z3 rear hub set, custom steering rack brackets to mate BMW rack to Mazda shaft, BMW E36 brakes, custom braided brake lines by Proline Motorsport, OBP pedal box countersunk into floor, custom tubular front end inc. caster-adjustable top mounting plates (by XDR and Bishop's Bespoke Builds), chassis treated and painted, custom rear bed frame to house radiator setup and internal fuel tank within bed – with split alloy top plates powdercoated black

INTERIOR:

Custom black carpet and panel covering by XDR – inc. doorcards and headlining, side-mount Cobra Monaco seats on custom frames, green TRS 5-point Magnum harnesses, E36 328i dials, custom dash insert for boost and AFR gauges, boost controller and meth kit switches, fusebox and water control mounted on rear plate, race battery behind passenger, electrical cutoffs and fire extinguisher system, custom gearstick, hydraulic handbrake, OMP steering wheel and boss

THE SUPPORT CREW

"There are a number of people I need to thank for helping this build come to life," says Phil. "A massive thank you has to go out to Kieron Browne – he helps me after work, he's my welder and has an amazing ability to fit things where they shouldn't go. Without him the truck would never have been completed in time. Liam Musselwhite for painting the truck on such short notice and doing an amazing job. Trig Bishop at Bishop's Bespoke Builds – a long-time friend who again dropped his workload to get me in at a moment's notice. Robin at Raw Motorsport for advice and general help and piss-taking. Mitch at Proline for sorting custom brake lines onto my pedal box at a moment's notice. Team XDR, of course – without the constant support, help and general presence of my team, I'd not be where I am today; that includes my wife, Sam, and my girls, Sofia and Elsie. And finally my mum and dad. Mum for being so strong through the hard times and looking after dad through thick and thin. And my dad. Just for being my dad."

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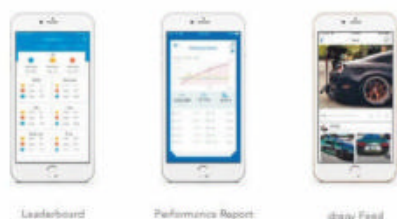
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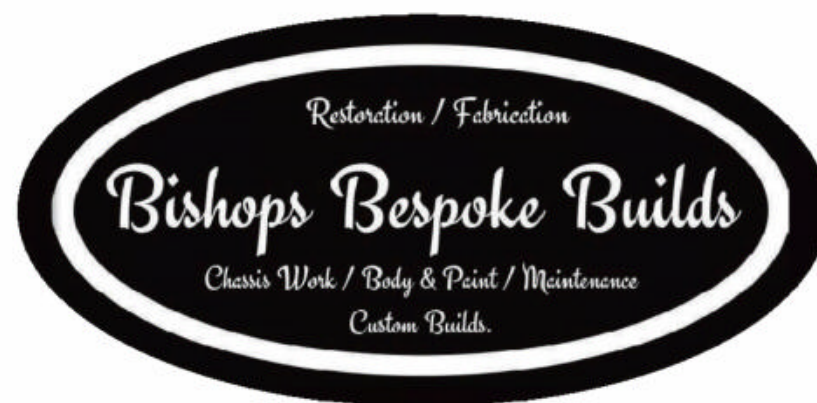


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ARSE END

Quotes of the Month:



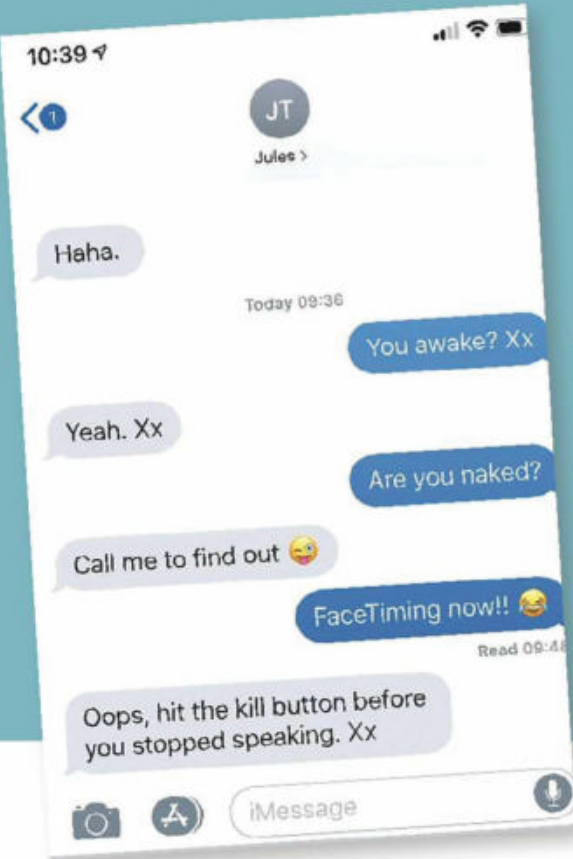
Glenda: "Well that's the best thing I've seen this month, a snail in a feather boa. Fabulous darling!"



Midge: "Too warm, I've had to go against all my principles and leave the house in a vest."
Jules: "It suits you, hillbilly."

Jules: "I'm not middle class, no one in my social circle is middle class either."
Midge: "Anyone who says the words 'social circle' is middle class."

Midge: "Jules used to be dyslexic, but he's KO now."



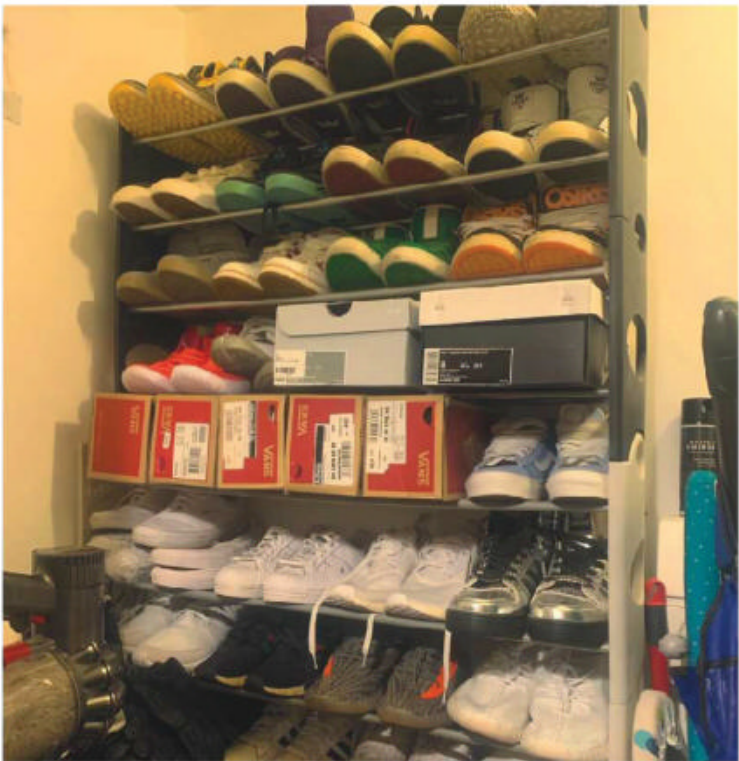
Spot the difference

Yes, we know this looks like something off of a Channel 5 documentary about cosmetic procedures going horribly wrong, but the Photoshop magic we stumbled across on Jules' computer here is an absolute beauty... or not, depending on how you look at it.
Still, that's the thing about online dating profiles, and our very own walking violation of the Trade Descriptions Act clearly has one of the dodgiest out there. One at a time girls...



In the closet

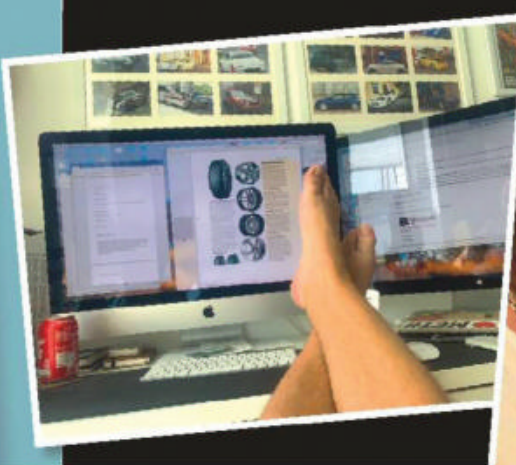
After his rather epic custom desk last month, you'd think that our Jules would have had enough of LED-lit DIY projects for a bit. But no, apparently he spent a good few days putting together this "spanking storage solution for my favourite shoes". Which also goes a long way to explain all the 'working from home' bollocks he's been spouting lately. Still if anyone knows how to spend some serious time in the closet...



In the closet (again)

Speaking of closets and questionable footwear, we also managed to sneak a peek in our Midge's last week, and what we're dealing with here could well be the very definition of irony. Yep, this portly bastard owns more than his fair share of, ahem, training shoes... even though he can't even spell the word gym, let alone actually bring himself to visit one. Sort it out, chubster!

THE FC PHONE GALLERY THIS MONTH IN RANDOM PICTURES...



Text of the Month
The things our Jules and Glenn talk about!



We're shit!

As it turns out, we may well have forgotten (and by that we mean we definitely did) to thank the guys at Denbies Wine Estate in Surrey for lending us their vineyard for last issue's cover shoot. So, in the interests of fairness, this month we made Jules spend a load of his own cash on a selection of their finest tipples to go with his charcoal rubbed soft ashed goats cheese (no, we're not joking).

Anyway, thanks to the top wine people at Denbies, the rest of you can check out their range of uber-quality, British beverages at www.denbies.co.uk. Chin chin!



Holiday snaps

There is a good reason why we don't let our G away from his desk all that much. Far from going on his hols, getting epically pissed up and sending us pictures of the missus in a bikini, we also have to put up with other "very interesting" nuggets like this 2000-year old Roman penis. Okay, to be fair, he's old enough to remember the bloke, but even so...



Boiled egg?

Contra to his rather manly, hands-on portrayal in FC, you may be surprised to hear that our Midge likes nothing better than a "shit, shave and a sunbed" after every issue. Yep, he's one of them, we just thought you should know too.



BLAST FROM THE PAST

ISSUE 282 – OCTOBER 2009

10 years and 131 issues ago...

- It was all about splashing the cash and being Super Fly... and our mag was the only one that came with a hole.
- Waseem's Cadbury's Purple Clio was certainly sweet like chocolate, but more expensive than gold.
- PV Show was rather epic that year; one of our Midge's all-time favourites, or so he says.
- Paul's immaculate Jetta was one of the lowest on the streets back then... it probably still is.
- Our Miss FC Gemma Newman showed us how to drag our eyes away from the lowriders. Well played, love!
- Ben's Ferrari-fast French stormer is still one of the most hardcore hatches we've ever seen. All business and no mistake.
- Robin's Mk5 Fiesta is an all-time home-brew legend, and the car that inspired our Midge to finish his own. He didn't, of course, but at least he was inspired, like.
- The Gumball XJ220 is still a car we get asked about to this day. We're still just as speechless about it 10-years later too! Epic, just epic.



NEXT ISSUE

On sale 11/10/19

Beautiful Beemer

Wicked 123D isn't a dirty diesel



Feature Rides: Retro R5 GTT, Sexy Silvia, Slammed Subaru BRZ



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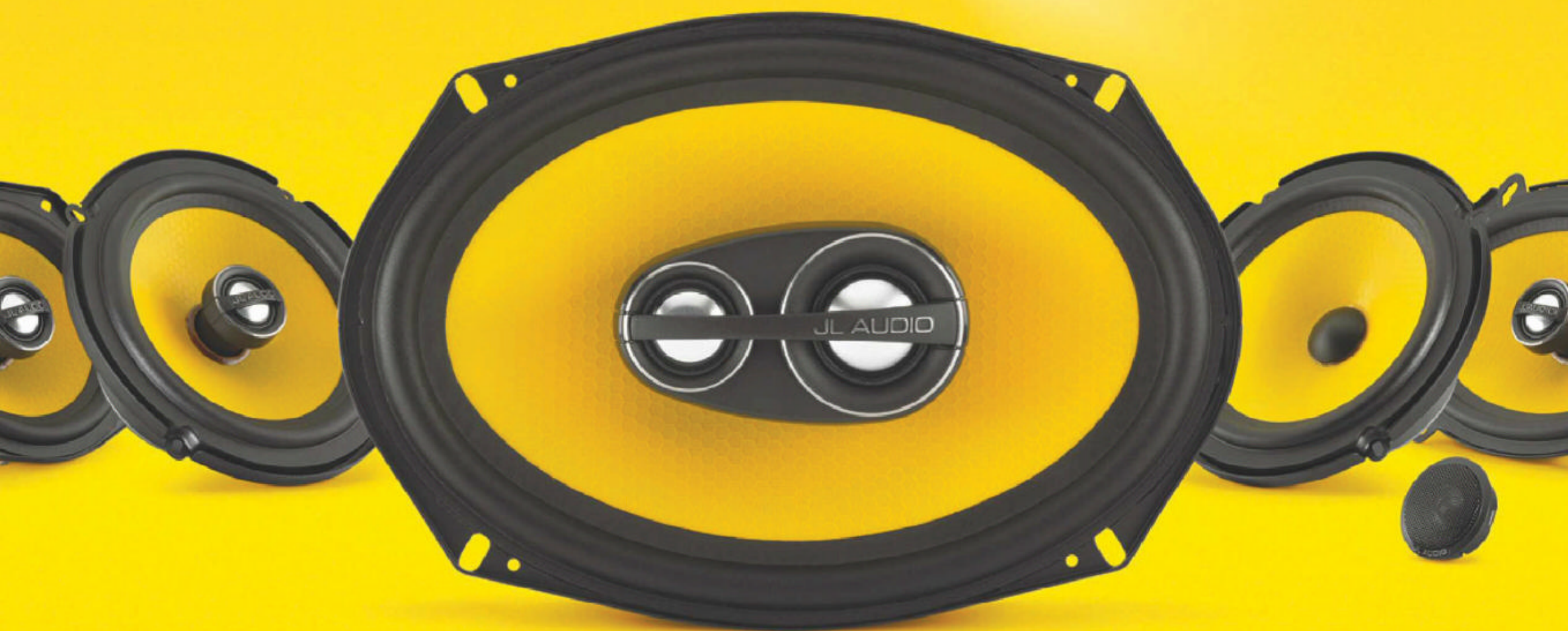
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